

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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WEDNESDAY, APRIL 15, 1908.

三拜禮 號五十月四英港香

\$30 PER ANNUM
SINGLE COPY, 10 CENTS

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,140,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWHONGKONG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIELING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1814.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,378,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Pascoean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspond-
ents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.
Do. 6 do. 3% do.
Do. 3 do. 2% do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 18th November, 1907. [16]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS " 13,500,000

Sterling \$1,500,000 at 2/6=\$15,000,000
Silver \$13,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. Henry Kewick, Chairman.
E. Gutz, Esq., Deputy Chairman.

E. G. Barrett, Esq. E. Shellim, Esq.
G. Friesland, Esq. R. Shewan, Esq.
A. Fuchs, Esq. H. A. W. Slade, Esq.
C. S. Gubbay, Esq. H. E. Tomkins, Esq.
C. R. Lemmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 27th March, 1908. [34]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [38]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.
Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder

Deutscher Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co. Koeln.
Bayerische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
obtained on application. Every description of
banking and exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STRAITS TO SAIL ON REMARKS

SHANGHAI { OCEANA } About 16th } Freight and
Capt. W. Hayward, R.N.R. } April } Passage.

MARSEILLES and LONDON { MALTA } 18th April. } See Special
Capt. C. H. S. Toccu } Noon. } Advertisement

MARSEILLES, LONDON and { PERA } About 26th } Freight only.
ANTWERP VIA SINGA- } Capt. W. W. Cooke, R.N.R. } April }

ORE, PENANG, COLOM- } Capt. W. W. Cooke, R.N.R. } April }

BO and PORT SAID }

For Further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 11th April, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

FINEST GROUND

COFFEE

IN 1lb. TINS.

ROASTED & GROUND ON OUR

PREMISES.

We Guarantee the Absolute Purity of our

Coffee which contains Genuine MOCHA

and JAVA Beans only.

FRESH GROUND DAILY.

LANE, CRAWFORD & CO. [38]

CHAMPAGNES, HOCKS & MOSELLES,
SHERRIES, BRANDIES,
MARSALAS, GINS,
MADEIRAS, WHISKIES,
PORTS, VERMOUTHS,
CLARETS, BITTERS,
BURGUNDIES, LIQUEURS,
ALES, BEERS & STOUTS.

Telephone
No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 11th April, 1908. [140]

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked from Paris ex s.s. "Tonkin"

A LARGE LOT OF

NEW SPRING GOODS. [141]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of

all other Brands.

Served in all Clubs and First-class Hotels,

and obtainable at all Wine Merchants in the

Colony, and from Shewan, Tomes & Co., sole

agents. [142]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

HAVE YOU DECIDED WHERE
YOU ARE GOING FOR YOUR
EASTER HOLIDAYS?

This is a good opportunity of visiting CANTON,
CHEAP RETURN TICKETS available from Thursday, the 16th, to Monday, the 20th
instant. FIRST CLASS RETURN FARE \$10.
Only Returned Tickets sold at this Reduced Price.

SPECIAL CHEAP EXCURSIONS TO MACAO.

On EASTER SUNDAY, the Company's S.S. "HEUNGSHAN" will depart from the
COMPANY'S WHARF at 9 A.M. Returning from Macao at 5 P.M.
A Military Band will play selections of Music during the Trip.
Popular Excursion Rates as usual.

On EASTER MONDAY, the Company's S.S. "SUI-AN" will depart from the Company's
WING LOK STREET WHARF at 9 A.M. Returning from Macao at 5 P.M.
Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects
with the returning steamer from Macao.

SPECIAL CHEAP ROUND TRIP From HONGKONG to WU CHOW via CANTON.

Return Tickets.....\$30 FIRST CLASS.
S.S. "SAINAM" leaving Canton FRIDAY, 17th April.
S.S. "NANNING" MONDAY, 20th

The Trip from Hongkong takes five days and allows one day's stay both at Wuchow and
at Canton.

This is the Best Time in the year to see the West River.

Further particulars and Tickets may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO.,
HOTEL MANSIONS,
or
THOMAS, COOK & SONS
DES VUEUX ROAD. [15]

Hotels.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the
Colony.

Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.
Thoroughly Up-to-Date with Every Modern
Luxury.
Billiards and Bowling Alloys.
Moderate Terms and No Extras.
Modern Management.

Telegraphic Address:
"CHEF" HONGKONG.
Telephone No. 84.

O. E. OWEN,
Proprietor. [14]

VICTORIA HOTEL, MACAO HOTEL,
(TELEGRAMS—VICTORIA—SHAMEN), (TELEGRAMS—FARMER—MACAO).
SHAMEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONCESSION. H. HAYNES,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS. WM. FARMER, PROPRIETOR.

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PEAK, near the TRAM TERMINUS TEL. 55.

For Terms, &c., apply to the

MANAGER.
New Hong, 1st July, 1908. [143]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager. [13]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—
THE MANAGER & AGENT

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEWARDS	TO SAIL
KUDAT and SANDAKAN.....	"BORNEO" Capt. F. Sembill	SATURDAY, 9 A.M., 18th April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.....	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	WEDNESDAY, Noon, 22nd April.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.....	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About WEDNESDAY, 22nd April.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.....	"PRINZ WALDEMAR" Capt. W. V. Sonden	THURSDAY, 5 P.M., 23rd April.
YOKOHAMA and KOBE.....	"PRINZ SIGISMUND" Capt. D. Lenz	About FRIDAY, 1st May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEWARDS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS.....	ARMAND BEHIC	Guionnet	17th April, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS.....	ERNEST SIMONS	Girard	11th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS.....	AUSTRIEN	Verron	12th May, 1 P.M.

Transhipment on the Co.'s Steamers at S. S. Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 to £17.15. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 14th April, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Sundays excepted). Departure from Canton at 5 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf near Wing Lok Street. Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th June, 1908.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

15, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 10th April, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Ligatures, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lobbers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

Shipping—Steamer.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	SHANGHAI	First half April	JAVA	First half April
TJILIWONG...	JAVA	First half April	JAPAN	First half April
TJIBODAS...	JAPAN	Second half April	JAVA	Second half April
TJIMAH...	JAVA	First half May	SHANGHAI	First half May
TJIPANAS...	JAVA	First half May	SHANGHAI	First half May
TJIKINI...	JAVA	First half May	JAPAN	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 7th April, 1908.

[16]

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

[15]

Hotel.

KAMAKURA KAIHIN IN HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

E. APPEL, Manager.

Hongkong, 14th April, 1908.

[11]

MODERN MARINE UNDERWRITING.

The deplorable condition into which underwriting has sunk of recent years is such as to cause not only very great regret on the part of those who are directly concerned with the business, but also some apprehension on the part of those who have insurances to place as to what may happen in the future unless some marked change in underwriting methods takes place. The reports and accounts of the marine insurance companies have been published, and taken as a whole, they are dreary and disappointing reading indeed. The Thames and Mersey Company, which has had such a successful career in the past, admits a loss on the underwriting account for 1905 of £47,000. The Union Company, it seems from the chairman's speech at the recent annual meeting of the shareholders, has been compelled to draw from its reserve fund within the last four years no less a sum than £100,000 to meet its underwriting losses. The position of the Company is in consequence now no stronger than it was eight years ago. The Sea Company, which has always been such a successful and profit-earning concern, has the magnificent sum of £8,000 to the good to show as the result of its operations in 1906. Considering that its premium income is over £300,000 this can scarcely be described as a brilliant result, though it bears very favourable comparison with most of its competitors. With a premium income of more than double that of the Sea Company, the British and Foreign has achieved the marvellous performance of making a profit of £29,000 for the year under review; we say marvellous because this Company has not been conspicuous for making profits out of its underwriting in recent years, and has not for a long time past been able to pay the 2½ per cent dividends with which it once used to delight its shareholders. The Maritime Company was able to distribute £10,000 among its shareholders by way of dividend; but seeing that it was only by the income derived from investments that the Company was able to show a profit, whilst the loss on the underwriting—pure and simple was nearly £4,000, this is hardly a gratifying state of things. The London and Provincial Company is another one that has had to draw up on its reserve fund to meet its losses on 1906, £10,000 having been appropriated for that purpose out of the poor accumulation of £50,000 which the Company had been able to scrape together in forty years. And so on through the list, with varying fortune—but all bad. Where is it going to end? Are the Companies going to drift until the reserve funds have dwindled to vanishing point? The usual platitudes are talked by the chairmen at the annual meetings about raising the rates on the business that has proved unprofitable, but nothing more is heard of any effective action being taken. All classes of risks are blamed in turn for the unfortunate out-turn of the accounts. One time it is unusually heavy losses of valuable steamers and their cargoes; another, an epidemic of fires; another, losses on war risks, and so on; but never the real reason—the writing of risks at ridiculous rates, which the underwriters well know, or ought to know, are utterly inadequate. Take tramp steamers insured for twelve months, for example. Vessels which ten years ago paid 8 guineas per cent. are to-day insurable for the year at 6 guineas; but surely no one will say that there has been in the last decade a 25 per cent. improvement as regards the losses in this class of business. One has only to look at the results of the Mutual Insurance Clubs during the last few years to see how "time" risks work out. The underwriters of the Companies probably do not care to reduce their premium income very much, least possibly they should thereby reduce their Companies' income from invested funds; which nowadays is the principal source from which the shareholders' dividends are derived. Therefore, rather than say "No" to a risk that is offered them, and let it go to a rival or to Lloyd's, they will take it in the old sweet way and trust to luck to pull them through. It is really the fear of the competition of Lloyd's that is at the root of the trouble. The expenses of an underwriter at Lloyd's are not so much in proportion to his premium income as those of a company, and he can afford to slightly "cut" his Companies' rates. But the process of rate-cutting has continued too long, until now it has got below the paying level. And if 1906 is shown such deplorable results, what is going to be the outcome of 1907? The statistical tables published by the Liverpool Underwriters' Association show that the losses—i.e., the total losses and heavy claims—during 1906 amounted to something under £5,000,000. But the losses during 1907 constitute a record, and total upwards of £7,000,000. The old-established Companies can stand the shock, and their financial position is published year by year; but with the underwriters at Lloyd's it is different. The security of a Lloyd's policy is the stability of each individual name that subscribes it; and who is to say what that may be? External evidence tends to the suggestion that many of them are at present writing for premiums to pay their back losses, and the growing practice of resisting or repudiating claims goes far to support the idea. It is not many months ago that a well-known group of underwriters at Lloyd's—one of whom is a member of the Committee—pleaded the p.p.l. clause (waived policy profit of interest) in open Court to escape payment of a "bona fide" claim. More recently a steamer founded under circumstances that were, perhaps, suspicious. The underwriters did their best to get the Board of Trade to take the view that the ship had been scuttled. A good deal of mud was thrown, but nothing was proved. The owners had to bring an action to recover a total loss, but just before the case was due for hearing the underwriters offered a compromise of 60 per cent. on the insured value of the steamer and 80 per cent. on the disbursements. The owners accepted, for other

wise, while they would doubtless have recovered the full amount of their hull policies, they might have been confronted with a refusal to pay on the part of the disbursement underwriters, on the ground that they were p.p.l. policies, which could not be paid upon. In days gone by underwriters were jealous of their deserved fame for straightforward and upright dealing; and would rather pay a doubtful claim than endeavour to evade payment by dubious means. But times have changed. Shameless how which way the wind blows, and it is not blowing just now in the direction of the enhancement of the hitherto honourable reputation of Lloyd's.—The Syren.

Public Companies.

HONGKONG CLUB.

NOTICE.

THE TWENTY-SECOND YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.15 P.M.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 9th April, 1908.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 4.30 P.M. for the purpose of putting forth in the Notice posted in the Hall of the Club.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 9th April, 1908.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at 11 A.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 13th April to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, 26th March, 1908.

[355]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-SECOND ORDINARY MEETING of the SHAREHOLDERS of the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with Statements of Accounts to the 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive.

By Order of the Board of Directors,

C. MONTAGUE EDE,

Secretary.

Hongkong, 26th March, 1908.

[356]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 25th April instant, at 12.30 P.M., at the Office of the Jockey Club on the ground floor of the Hongkong Club Annex, Chater Road.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 10th April, 1908.

[406]

GREEN ISLAND CEMENT CO. LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, the 15th April, 1908, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, declaring a Dividend and electing a Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 15th April, until SATURDAY, 25th April, both days inclusive.

SHEWAN, TOMES & Co.,

General Managers.

H. K. K. 10th April, 1908.

[407]

THE HONGKONG ELECTRIC CO. LD.

NOTICE is hereby given that the NINETEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 25th April, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th February, 1908, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 25th April, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 14th April, 1908.

[411]

FATHER'S SON.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Special Display of Blouses.

MUSLIN BLOUSES
ENDLESS VARIETY.

Smart Models, Correct in Style, Perfect Fit.

WASHING BLOUSES, MUSLIN BLOUSES, LACE BLOUSES.

The House for Novelties.

W. M. POWELL, LTD.,
Des Vaux Road,
HONGKONG.

ENTERTAINMENTS.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transference of Public Business on GOOD FRIDAY, 15th MONDAY, the 17th and 20th APRIL, respectively.

By Order, A. R. LOWE, Secretary.
Hongkong, 13th April, 1908.

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1895 the EXCHANGING BANKS will be CLOSED for the Transference of Public Business on GOOD FRIDAY, 15th MONDAY, the 17th and 20th APRIL, respectively.
Hongkong, 13th April, 1908.

ON H.M. SERVICE.

WANTED.
A SEIZANT DRAUGHTSMAN, on experienced, quick, neat worker.
Apply to—
THE CHINESE CONSTRUCTOR,
H.M. Naval Yard.
Hongkong, 13th April, 1908.

MUSIC LESSON.

LESSONS in Violin, Mandolin and Guitar at pupils' residence.
Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
C/o Hong Kong Telegraph Office.
Hongkong, 13th April, 1908.

PUBLIC WORKS DEPARTMENT.

It is hereby notified that TENDERS will be received at the Colonial Secretary's Office until Noon of SATURDAY, the 15th May, 1908, for the purchase of the following PLANT which can be seen at the Government Waterworks Pumping Station, Vauxhall, Kowloon:

A—TWO SETS ENGINES AND PUMPS.
Type: Triple Expansion Worthington duplex engines fitted to double acting pumps.
Cylinders, 14" x 14" stroke.
Condensers, surface.
Pump Capacity, 132 gallons per complete stroke.
Pump Lift, 230 feet.

B—ONE BOILER.
Type: Vertical Barley Field tube. Overall dimensions 9' 6" high by 4' 6" diameter. Working Pressure, 92 lbs per square inch.
The whole complete with copper steam pipes and valves fittings to be sold as they stand and to be removed by the purchaser.
The plant will be sold either in one lot or in three lots.

Let 1.—Engine with condenser and pumps and delivery pipes up to and including the non-return valve and the supporting pillars. No suction pipes are included.
Let 2.—Engine with boiler and condenser and pumps up to above.
Let 3.—Boiler together with down take type to boiler house floor, all mountings complete. Also a delivery feed pump, feed tanks and steam pipe up to the engine brackets but not including the same. Particulars apply to the Public Works Department.
The Government does not bind itself to accept the highest or any tender.

W. CHATHAM,
Director of Public Works.
Hongkong, 13th April, 1908.

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Director of Public Works.
Hongkong, 13th April, 1908.

INTERPORT CRICKET.

REFERENCES TO THE HONGKONG-SHANGHAI MATCH.

The annual meeting of the Shanghai Cricket Club took place at the Shanghai Club on 11th inst. The President, (Mr. A. F. Wood) occupied the chair and was supported at the table by members of the Committee. There was a good attendance of members.

Alluding to the visit of the Shanghai team to Hongkong last year, the Chairman said:—The Club has received great assistance from the fine cricket played by Capt. Barrett, who finished the season with the splendid batting average of 84. With the return of W. H. Moulton and V. H. Lanning, the Club should have a very strong eleven this year. The Committee were very pleased to be able to accept the invitation from the Hongkong Club to send a team down, but as is always the case, considerable difficulty occurred to get a representative eleven, and although we were not able to send our best team, the thanks of the members of the Club are due to the gentlemen who went down and made such a good fight for us, and although defeated, played a very good game, and I think the bowling of our best and promising cricketer, T. Main, calls for special mention. I also take this opportunity to thank our friends in Hongkong for their kind hospitality. Our team returned with all of praise for all that had been done for them. I am quite sure Interport Matches keep up the interest in the game and greatly improve play all round, and hope to see a Hongkong team in Shanghai this season. I am sure we are all very much obliged to Mr. Walker, for having so successfully captained the Club during the season, and I think all will agree that having a permanent captain has many advantages over the old system of changing a Captain for each match. With regard to next year's fixtures, it would be well for the new Committee to call a meeting of the Secretaries of the different Clubs, including the representatives of the Volunteers, and arrange fixtures for important matches, so as not to clash with each other. New colours have been selected and ordered, and it is hoped the cloth will arrive next month. A pattern is now on its way.

As will be seen from the report, a great deal of interest has been taken in Tennis during the season, and I congratulate Carruthers and H. de Voss on the Interport match when they beat Hongkong both in the Singles and Doubles. The Chairman mentioned that a suggestion had been made to have a clock put up above the Club's pavilion at a cost of \$100.

Captain Barrett expressed himself in favour of the clock being put up. He said it was important that they should have an official clock. The absence of an official clock at an Interport match in Hongkong in 1904 nearly resulted in a free fight. (Laughter).

Mr. Byrne—Will this clock be fit up at night? (Laughter).

The feeling of the meeting was in favour of having the clock put up.

A BRITISH TRIUMPH.
BIG HUMBER EXTENSION AT COVENTRY.

Coventry is the last town in the country that the tourist, who goes there for medicinal architecture and Lady Godiva picture-postcards, would consider a shining example of the benefits of "bustle." But its enterprise, like its ancient architecture, is difficult to beat. Yesterday (March 12) Humber, Limited, opened at Coventry the largest motor works in the world.

NEVER DOWN-HEARTED.
Over and over again Coventry's staple industry has been ruined by a rival town here or on the Continent. Once it made silk, its old houses still show the broad and long upper windows necessary for the home-workers in that trade. That trade is all but finished.

"If you won't have silks, then I'll make your watches," said Coventry; and did make most of the watches worn in mixed crowds in those days. But the watches have stopped, too, undismayed, the town made cycles, and what once happened to the cycle-trade is recent history; it was then that Humber, Limited, while bicycles were being pushed up-hill, as it were, foresaw that fresh luxury of the rich, the motor-car, one day would be bought by everybody who could afford clogs or Chow dogs.

A YEAR'S WORK.
In addition to its 75,000 bicycles, Humber, Limited, now turn out nearly 8,000 motor-cars annually. Last week (though this is the dead season) this firm (its chairman told a luncheon party yesterday at the works) had sales of motors exceeding by £3,000 a big week of a boom period two years ago. The average output is 150 cars and 1,500 bicycles weekly.

The reputation of Humber cycles for sound material and construction brought a great motor trade to Coventry in a short time, when all the world wanted cars. It was a common sight to see, perhaps, 40 Humber cars being completed in the streets of Coventry, pushed out there by fresh orders, through lack of accommodation at the works. The Mayor of Coventry, when he saw the town by-laws broken like that, thought of his lost silks and watches, and looked another way.

Now he may look instead with a clear conscience at the biggest and best-equipped cycle factory on which any town, anywhere, collects rates.

THE MOST MODERN MACHINERY.
The new Humber works cover 13½ acres, and employ 5,000 men. The buildings are really all of one storey, filled with the most modern machinery, and protected everywhere by all the means and appliances which a modern factory should possess to give health and security to its work-people; in addition, there are a mess-room; with kitchen; smoking, reading, and recreation rooms.

The various departments, both in the cycle and motor works, are arranged on the time-saving plan of the natural stages of production.

The raw material is admitted at one place, takes shape at its passes from department to department, till midway you see something that reminds you of a motorcar; and that gradually grows more in its likeness via innumerable testing shops, till at the last stage there you see a garage with whole packs of dark greets (the standard Humber colour) cars.

EVERY PART TESTED.
Each car has had every part tested singly, and then has been severely tried as a complete machine. It is polished and shining, as exact as a piece of jewelry, and as strong as a gun carriage, and ready to whisk you to the station.

It is astonishing that these huge works are based solely on a demand for just excellent private and commercial cars at a fair price. Humber's build no expensive freaks. They devote all their inventive energies to making motors for popular use.

This policy is justified by the results. The firm's cars are imported into France, and even climb the high tariff wall of the United States. Nearly every potentate in Europe—to say nothing of those of Asiatic and African countries—has a Humber car. There was a time when Great Britain was derided because it couldn't build motor-cars. Now it is British cars that all the world requires, from Bahia round by Fiji and Lake Chad to Rio.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 13th April, 1908.

LEE YEE HAIR DRESSING SALOON.
HAS ALWAYS ON HAND TOILET REQUISITES FOR SALE.
11, DAQUILAR STREET, HONGKONG.
Hongkong, 13th April, 1908.

A BROKEN-DOWN SYSTEM.
This is a condition of affairs which doctors give many names, but which few of them really understand. It is simply weakness—broken-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same; the more prominent being lassitude, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential in such cases is increased vitality—vitality, that will not only be speedily and permanently benefited by this never-failing remedy, but that it will be followed by the most perfect health.

THE NEW FRENCH REMEDY THERAPION No. 3
is a powerful tonic, and is the most perfect health-giving agent known to the world. It is a French preparation, and is the most perfect health-giving agent known to the world. It is a French preparation, and is the most perfect health-giving agent known to the world.

THE EXPIRING LAMP OF LIFE
LIGHTED UP AFRISH.
A new edition of the "Lamp of Life" is now published. It is a French preparation, and is the most perfect health-giving agent known to the world. It is a French preparation, and is the most perfect health-giving agent known to the world.

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Notice of Firm

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS ON (THE GREAT TRANS-SIBIRIAN ROUTE TO EUROPE.)
HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.
SHEWAN, TOMES & Co.
Agents.
Hongkong, 13th April, 1908.

TO LET.
TO LET.
A HOUSE in KNOTSFORD TERRACE, Kowloon, No. 3, CANTON VILLAS.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th April, 1908.

TO LET.
TO LET.
HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.
Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 23rd March, 1908.

TO LET.
TO LET.
CHAMBERS in No. 2, WYNDHAM STREET, late Hotel Baltimore, rent moderate.
First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.
ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8 DES VOUX ROAD CENTRAL, above our office, suitable for Business Premises or Dwelling.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 6th April, 1908.

TO LET.
TO LET.
ONE FOUR-ROOMED HOUSE, at PRAVA EAST, near East Point.
Apply to—
JARDINE, MATHESON & Co., LD.
Hongkong, 21st March, 1908.

TO LET.
TO LET.
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VOUX ROAD CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.)
Apply to—
THE COMPADORE DEPARTMENT, Jardine, Matheson & Co., LD.,
Cantonment Road-Central.
Hongkong, 24th February, 1908.

TO LET.
TO LET.
HATHERLEIGH, CONDUIT ROAD.
OFFICES in YORK BUILDING, GODOWNS in PRAVA EAST, BLUF BUILDINGS, and No. 168, DES VOUX ROAD next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
No. 10, DES VOUX ROAD CENTRAL, 1st Floor.
HOUSES in WONG-NEI-CHONG ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th April, 1908.

TO LET.
TO LET.
A-ROOMED HOUSES in GAR ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.
FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.
Apply to—
PERCY SMITH & SETH.
Hongkong, 16th December, 1907.

TO LET.
TO LET.
NOS. 4 and 8, LEIGHTON HILL ROAD.
Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 30th March, 1908.

NOTICE.
THE Public are hereby informed that no change has been made in the Rates of Subscription to the "Hongkong Telegraph" and they are warned against paying more than the "Standard" (weekly) per Single Copy.
THE MANAGER,
Hongkong, 13th April, 1908.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship "GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the 14th inst., will be landed at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 13th April, 1908.

AMERICAN AND ORIENTAL LINE.
NOTICE TO CONSIGNEES.
S.S. "HEADLEY," FROM NEW YORK.
CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 2.30 P.M.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognised.
No Fire Insurance will be effected.
An Average Bond lying at our office must be signed by the consignees before Bill of Lading will be countersigned by the undersigned.
ARNHOLD KARBURG & Co., Agents.
Hongkong, 13th April, 1908.

S.S. "AUSTRALIEN."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo from London ex s.s. "Mafapan," and from Bordeaux ex s.s. "Villa de Celles" and "Villa de Constantin," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuable are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th April, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 21st April, or they will not be recognised.
All damaged packages will be examined on TUESDAY, the 21st April, at 3 P.M.
No Fire Insurance has been effected.
J. MILLET, Agent.
Hongkong, 13th April, 1908.

Intimations.
WHERE ARE YOU GOING?
WHY, TO CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL,
Where I am sure to find the best FRENCH BOTTLED LIQUEURS, BURGUNDY, BORDEAUX, CHAMPAGNE and CLARET.
Hongkong, 20th January, 1908.

A WONDERFUL DISCOVERY.
This is a discovery of the most important character, and one which will revolutionize the medical world. It is a French preparation, and is the most perfect health-giving agent known to the world. It is a French preparation, and is the most perfect health-giving agent known to the world.

THE NEW FRENCH REMEDY THERAPION No. 3
is a powerful tonic, and is the most perfect health-giving agent known to the world. It is a French preparation, and is the most perfect health-giving agent known to the world.

THE EXPIRING LAMP OF LIFE
LIGHTED UP AFRISH.
A new edition of the "Lamp of Life" is now published. It is a French preparation, and is the most perfect health-giving agent known to the world. It is a French preparation, and is the most perfect health-giving agent known to the world.

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Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Special Display of Blouses.

MUSLIN BLOUSES
IN
ENDLESS VARIETY.

Smart Models, Correct in Style, Perfect Fit.

WASHING BLOUSES, MUSLIN BLOUSES, LACE BLOUSES.

The House for Novelties.

W.M. POWELL, LTD.,
Des Vœux Road, and
28, Queen's Road, HONGKONG.

Hongkong, 7th April, 1908.

Intimations.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 17th and 20th instant, respectively.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 13th April, 1908.

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 17th and 20th inst. Hongkong, 10th April, 1908.

ON H.M. SERVICE.

WANTED.

ASSISTANT DRAUGHTSMAN, an experienced, quick, neat tracer.

Apply to—

THE CHIEF CONSTRUCTOR,

H.M. Naval Yard.

Hongkong, 13th April, 1908.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances, and Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908.

PUBLIC WORKS DEPARTMENT.

No. 242.

IT is hereby notified that TENDERS will be received at the Colonial Secretary's Office until Noon of SATURDAY, the 30th May, 1908, for the purchase of the following PLANT which can be seen at the Government Waterworks Pumping Station, Yau-mat, Kowloon:

A.—TWO SETS ENGINES AND PUMPS.
Type: Triple Expansion Worthington duplex engines fitted to double-acting pumps. Cylinders, 6'-9" x 14" 10" stroke. Condensers, surface. Pump, Capacity, 337 gallons per complete stroke. Pump Lift, 220 feet net.

B.—ONE BOILER.
Type: Vertical Healey Field tube. Overall dimensions 8' high by 4' 7" diameter Working Pressure, 90 lbs. per square inch.

The whole complete, with copper steam pipes and brass fittings to be sold as they stand and to be removed by the purchaser.

The plant will be sold either in one lot or in three lots:

Lot 1.—Engine with condenser and pumps and delivery pipes up to and including the non-return valve and the supporting pillar. No section pipes are included.

Lot 2.—Engine with condenser and pumps as above.

Lot 3.—Boiler together with down-take pipe to boiler house floor, all mountings complete. Also a donkey feed pump, feed tanks and steam pipe up to the engine branches but not including them.

For full particulars apply to the Public Works Department.

The Government does not bind itself to accept the highest or any tender.

W. CHATHAM,
Director of Public Works.

Hongkong, 1st April, 1908.

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INTERPORT CRICKET.

REFERENCES TO THE HONGKONG-SHANGHAI MATCH.

The annual meeting of the Shanghai Cricket Club took place at the Shanghai Club on 6th inst. The President (Mr. A. P. Wood) occupied the chair and was supported at the table by members of the Committee. There was a good attendance of members.

Alluding to the visit of the Shanghai team to Hongkong last year, the Chairman said:—The Club has received great assistance from the fine cricket played by Capt. Barrett, who finished the season with the splendid batting average of 84. With the return of W. H. Moule and V. H. Lanning, the Club should have a very strong eleven this year. The Committee were very pleased to be able to accept the invitation from the Hongkong Club to send a team down, but as it was always the case, considerable difficulty occurred to get a representative eleven, and although we were not able to send our best team, the thanks of the members of the Club are due to the gentlemen who went down and made such a good fight for victory, and although defeated, played a very good game, and I think the bowling of our young and promising cricketer, T. Main, calls for special mention. I also take this opportunity to thank our friends in Hongkong for their kind hospitality. Our team returned full of praise for all that had been done for them. I am quite sure Interport Matches keep up the interest in the game and greatly improve play all round, and hope to see a Hongkong team in Shanghai this season. I am sure we are all very much obliged to Mr. Walker, for having so successfully captained the Club during the season, and I think all will agree that having a permanent captain has many advantages over the old system of changing a Captain for each match. With regard to next year's fixtures, it would be well for the new Committee to call a meeting of the Secretaries of the different Clubs, including the representatives of the Volunteers, and arrange dates for important matches, so as not to clash with each other. New colours have been selected and ordered, and it is hoped the cloth will arrive next month. A pattern is now on the table.

As will be seen from the report, a great deal of interest has been taken in Tennis during the season, and I congratulate Curran and H. de Voss on the Interport match when they beat Hongkong both in the Singles and Doubles. The Chairman mentioned that a suggestion had been made to have a clock put up above the Club's pavilion at a cost of \$400.

Captain Barrett expressed himself in favour of the clock being put up. He said it was important that they should have an official clock. The absence of an official clock at an interport match in Hongkong, in 1904 nearly resulted in a free fight. (Laughter).

Mr. Byrne: Will this clock be lit up at night? (Loud laughter).

The feeling of the meeting was in favour of having the clock put up.

A BRITISH TRIUMPH.

HUMBER EXPANSION AT COVENTRY.

Coventry is the last town in the country that the tourist, who goes there for medieval architecture and Lady Godiva picture-postcards, would consider a shining example of the benefits of "hugle." But its enterprise, like its ancient architecture, is difficult to beat. Yesterday (March 12) Humber, Limited, opened at Coventry the largest motor works in the world.

Over and over again Coventry's staple industry has been ruined by a rival town here or on the Continent. Once it made silk. Its old houses still show the broad and long upper windows necessary for the home workers in that trade. That trade is all but finished.

"If you won't have ribbons, then I'll make your watches," said Coventry; and did make most of the watches worn in mixed crowds in those days. But the watches have stopped. So, undismayed, the town made cycles, and what once happened to the cycle trade is recent history; it was then that Humber, Limited, while bicycles were being pushed up-hill, as it were, foresaw that freak luxury of the rich, the motor-car, one day would be bought by everybody who could afford cigars or Chow dogs.

A YEAR'S WORK.

In addition to its 75,000 bicycles, Humber, Limited, now turn out nearly 8,000 motor-cars annually. Last week (though this is the dead season) this firm (its chairman told a luncheon party yesterday at the works) had sales of motors exceeding by £3,000 a big week of a boom period two years ago. The average output is 150 cars and 1,500 bicycles weekly.

The reputation of Humber cycles for sound material and construction brought a great motor trade to Coventry in a short time, when all the world wanted cars. It was a common sight to see, perhaps, 40 Humber cars being completed in the streets of Coventry, pushed out there by fresh orders, through lack of accommodation at the works. The Mayor of Coventry, when he saw the town by-laws broken like that, thought of his lost silks and watches, and looked another way.

Now he may look instead with a clear conscience at the biggest and best-equipped cycle factory on which any town, anywhere, collects rates.

THE MOST MODERN MACHINERY.

The new Humber works cover 131 acres, and employ 5,000 men. The buildings are nearly all of one storey, filled with the most modern machinery, and protected everywhere by all the means and appliances which a modern factory should possess to give health and security to its work-people; in addition, there are a mess-room, with kitchen and smoking, reading and recreation rooms.

The various departments, both in the cycle and motor works, are arranged on the time-saving plan of the natural stages of production.

The raw material is admitted at one place, takes shape as it passes from department to department, till midway you see something that reminds you of a motorcar; and that gradually grows more in its likeness, via innumerable testing shops, till, at the last stage there you see a garage with white panels of dark green (the standard Humber colour) cars.

EVERY PART TESTED.

Each car has had every part tested singly, and then has been severely tried as a complete machine. It is polished and shining, as exact as a piece of jewelry, and as strong as a gun carriage, and ready to whisk you to the station.

It is astonishing that these huge works are based solely on a demand for just excellent private and commercial cars at a fair price. Humber's build no expensive freaks. They devote all their inventive energies to making motors for popular use.

This policy is justified by the results. The firm's cars are imported into France, and even climb the high tariff wall of the United States. Not only every potentate in Europe—to say nothing of those of Asiatic and African countries—has a Humber car. There was a time when Great Britain was derided because it couldn't build motor-cars. Now it is British cars that all the world requires, from Bahia round by Fiji and Lake Chad to Rio.

Intimations.

JAPANESE MASSAGE,
F. KAWASAKI.

GRADUATE OF KOBE MASSAGE SCHOOL,
No. 35, PRAYA EAST, WANCHAI, HONGKONG, Telephone 564.

TERMS:
SINGLE ENGAGEMENT (one hour)...\$ 2
ONE WEEK 10
ONE MONTH 30.

Attendance at Patients' Residence.
Hongkong, 31st March, 1908.

THE FINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP ... \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Underwritten and Executed.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1908.

PAT. BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & CO.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907.

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W.M. PARLANE,
Manager.

LEE YEE
HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, D'AGUILAR STREET,
HONGKONG.
Hongkong, 2nd September, 1907.

A BROKEN-DOWN SYSTEM.
This is a condition for which few doctors give many names, but which few of them really understand. It is simply weakness—a breakdown—as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of oppression or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what almost invariably causes all such weakness is increased vitality—vigour.

VITAL STRENGTH & ENERGY
to throw off these morbid feelings and experience proves that as night succeeds the day this may be more correctly secured by a course of

THE NEW FRENCH REMEDY, THERAPION NO. 3
than by any other "tonic combination." So, as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE LAMPING LAMP OF LIFE
LIGHTED UP AFRESH,
and a new radiance imparted in place of what was almost entirely gone—this is the result of this wonderful movement in purely vegetable and innocuous, is agreeable to the taste—suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this new-falling recuperative action, which is destined to cast into the wide-spread and numerous class of human ailments.

THERAPION
is sold by all chemists and druggists. It is a French preparation. Purchasers should note that the word "THERAPION" appears on the British Government Stamp (the white letters on a red ground) affixed to every package of the French Remedy. Commencement, and without which is a forgery.

Sold by all Chemists.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

NOTICE.
THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than Ten Cents (10 cts.) per Single Copy.

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THE MANAGER,
Hongkong Telegraph Co., Ltd.

Notice of Firm

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBIRIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.

Agents.

Hongkong, 31st July, 1907.

To Let.

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

No. 3, CANTON VILLAS.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1908.

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.

Apply to—
A. RAYMOND,
C/o S. J. David & Co.

Hongkong, 23rd March, 1908.

TO LET.

CHAMBERS in No. 7, WYNDHAM STREET, late Hotel Baltimore, rent moderate.

First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8 DES VŒUX ROAD CENTRAL, above our office, suitable for Business Premises or Dwelling.

Apply to—
DAVID SASSOON & Co., LD.

Hongkong, 6th April, 1908.

TO LET.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & Co., LD.

Hongkong, 21st March, 1908.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—
THE COMPRADEUR DEPARTMENT,
Jardine, Matheson & Co., LD.,
Consanguine Road Central.

Hongkong, 24th February, 1908.

TO LET.

HATHERLEIGH, CONDUIR ROAD.

OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16th, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.
OFFICES on TOP FLOOR, No. 3, CONNAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

HOUSES in WONG-NEI-CHONG ROAD.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th April, 1908.

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.

FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.

Apply to—
PERCY SMITH & SETH.

Hongkong, 16th December, 1907.

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.

Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.

Hongkong, 30th March, 1908.

NOTICE.

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THE MANAGER,
Hongkong Telegraph Co., Ltd.

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THE MANAGER,
Hongkong Telegraph Co., Ltd.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 14th inst., will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 13th April, 1908.

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AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "HEADLEY" FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wh

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY
SUPERIOR PALE DRY.

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR
THROUGHOUT THE FAR EAST.A. S. WATSON & CO.,
LIMITED,
ALEXANDRIA BUILDINGS,
Hongkong, 7th April, 1908.THE CENTRAL STORES, LD.
SHANGHAI.ISSUE OF T.S. 250,000 8 PER CENT
DEBENTURES.

DIRECTORS:

G. I. SHERKLEY, Esq., Chairman.
A. R. MORRISON, Esq.
J. H. TRENKLE, Esq.

SECRETARY:

M. J. NATHAN, Esq.

THE Directors of the Central Stores, Ltd., are prepared to receive applications for T.S. 250,000 8 per cent debentures terminable in ten years from the 30th day of June 1908, but redeemable by the Company in 5 years from that date or at any time after such 5 years on giving 6 calendar months' previous notice in writing. These debentures are issued by the Company in pursuance of a resolution passed by them at a Meeting held at the Company's offices on the 3rd day of April, 1908. With the sum raised it is intended to pay off all the existing outstanding debentures of the Company of T.S. 100,000 issued in favour of the Hongkong & Shanghai Banking Corporation and to employ the balance in the expense of completing the building and fittings of the Palace Hotel fronting the Bund, Shanghai. The present issue of T.S. 250,000 will rank as a first charge on the said property. The Company hold a lease to the Company for a term of which 48 years and 9 months are still unexpired including the buildings and a floating charge on the other property and undertaking of the Company as carried on upon the said premises and will be secured by a deed of Trust and mortgage to be hereafter executed being a first mortgage of the said leasehold property buildings and undertaking of the Company to Messrs. Alexander McLeod and Duncan McLeod as Trustees for the Debenture holders. The present issue of debentures will be at par in sums of T.S. 1,000, T.S. 500 and T.S. 100 as may suit the convenience of applicants. They will bear interest at the rate of 8 per cent per annum and will rank among themselves pari passu.

The first instalment of interest calculated from the day of payment will be paid on the 30th day of June 1908 and thereafter half-yearly on the 30th day of June and the 31st day of December. Applications should be filled in and sent to the Company's Bankers the Hongkong & Shanghai Banking Corporation accompanied by the amount of the debentures applied for.

Applications will be received up to the 31st day of May, 1908 and will be dealt with on that day and should any such debentures remain unapplied for, subsequent allotments thereof will be made and carry interest from the date of issue. Bankers' receipts to the applicant will be issued for the amount of his debentures and exchanged for debentures, if an allotment is made. Forms of application can be obtained at the office of the Company or at the Hongkong & Shanghai Banking Corporation and the Deed of Trust and form of Debenture can be seen at the office of Messrs. Stokes, Platt & Teedale, the Company's Solicitors.

By Order of the Directors,
M. J. NATHAN,
Secretary.

Shanghai, 4th April, 1908.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 15, 1908.

CHINESE TRAITORS.

News was published some days ago of the discovery of a conspiracy which had been formed among Chinese subordinate officials to sell national secrets to outside Powers. The parties involved were caught at their traitorous work, but whether they managed to dispose of any information of value had not been disclosed. It seems that the head centre of the movement was a political spy named Kao Esh-chia who is the son of the late territorial Taitai at Paoing, Kiao Chuanlin, and also the son-in-law of the retired Grand Secretary of State, Wang Wen-shao, while he himself is an expectant prefect of a province. A couple of years ago Kao organized a society for selling important information to foreigners in Peking in conjunction with Tso Ying, telegraph translator to H. E. Yuan Shih-kai and Chung Hiao, one of the deputies employed in the Ministry of the Interior, and Tao and Ku, operators in the Peking office of the Imperial Chinese Telegraph Administration. Kao had also the assistance of the chief boy of the telegraph office in the Waiwupu, who stole slips from the Morse instruments every night for his information. The results of this leakage were to place China in more than one awkward position. It has been stated that Kao received 12,000 taels for his labours, but well-advised correspondents put the figure much higher. According to information published in the North, H. E. Yuan Shih-kai was informed of Kao's actions in February last, when several confidential officials and detectives were sent out to make friends with the chief spy. After several weeks' hard work, these officials got the secrets of Kao and his accomplices for the information of H. E. Yuan, who at once proceeded to see the General, Commandant of the nine cities about their arrest. The Chinese soldiers first captured Ku and Tao in the Imperial Chinese Telegraph Office, from whom they got all the information necessary to arrest Kao, Tso and Chung. Among these five spies, only Tso, H. E. Yuan's telegraph translator, obtained information beforehand and succeeded in escaping. In order to avoid the terrible tortures of Chinese criminal courts in dealing with cases like this, the prisoners confessed everything when they were brought before T. E. Yuan Shih-kai, Na Tung and Liang Tun-yen on the 20th ultimo. Kao and Chung were sentenced to imprisonment for life in Hui with hard labour, while Tao and Ku have been sent down to Tientsin to serve their sentence of ten years' imprisonment in the Criminal Industrial Institution. Tao and Ku are quite young fellows of not more than twenty years of age and they wept bitterly every day after their arrest at having been misled by others for the sake of a small sum of money. Neither of them got more than about \$200 during the last few months. They were chiefly employed in copying the slips of the Morse instruments stolen from the telegraph office. The head boy of this office is still at large, and the Chinese authorities have offered big rewards for his arrest and that of Tso. With the object of preventing similar occurrences in future, Prince Ching and H. E. Yuan Shih-kai have issued instructions to their subordinates in the Waiwupu and the Chung-chieh that all important telegrams, and documents must be handled personally by the Deputy Vice-Presidents and Deputy Assistant Vice-Presidents instead of being entrusted to their subordinate officials, while special rules have been drawn up by the Yuchuanpu, for the government of clerks-in-charge, operators and others in the various telegraph offices throughout China against the divulging of information. It is stated that the Directors of the Imperial Chinese and the Waiwupu Telegraph Offices will probably lose their posts for their grave negligence.

LOCAL AND GENERAL.

CAPTAIN H. C. MOUTRIE, R.G.A.: passed in colloquial Hindustani at an examination held in this Command on the 11th instant.

THE Japanese Minister of War has issued an instruction prohibiting military officers in active service from attending race meetings.

THE Superintendent of the Great Northern Telegraph Co., Ltd., advises that, as there is only one landline returned to Tokyo and Yokohama telegrams exchanged with those places are subject to delay. Complete restoration is not expected before 3 or 4 days.

AFTER an absence of many months Captain Kelle appears in "The Gown" clothed in his old armour of nonsense and armed with the sharp weapons of sarcasm that he always uses remorselessly to attack all whom he considers to be greater impostors than himself. Kelle is not a strategist, and he wastes no time in manoeuvring; but as an example of frontal attack the campaign entered upon by the present number of the *spasmoidic Journal* is a complete success, and, without being taken too seriously, may be appreciated, perhaps, not least by his victims.—N. C. D. News.

ACCORDING to an official investigation, the serious Japanese shipping disasters reported last year show a total of 42 steamers lost or damaged, the tonnage aggregating over 50,000. Most of the disasters were due to stranding on submerged rocks, collisions, fires, etc., coming next.

FOR blowing his whistle, contrary to regulations, the master of Naval Yard steam launch 151 was fined \$10 at the Marine Court, this morning. The Chief Constructor stated that the launch was under his control and that it was necessary to blow the whistle in order to call the men to work. The Court, however, refused to accept this standpoint, and delivered judgment in the terms mentioned.

MESSRS. JACKS and Co., of Glasshouse-street, have reproduced an excellent photograph of the dinner of the Hongkong and Shanghai Bank recently held at the Trocadero. Even faces at a distance from the lens came out well, and on the whole company in general there is less of that often strained look that appears as a result of the bright light under which these flashlight photographs necessarily have to be taken.

It is reported from Wuhat that several hundred men, who are natives of Kiangsi engaged in the carrying of cargoes of porcelain, made an attack upon the Police Station there. Several police officers were wounded and captured. The cause of the outrage is unknown, but it is probable that there was first a collision between one of the junk crews and the police, which created bad feeling, owing to the arrest of some of the crew in question, and that an effort was made to rescue them by the other crew.

A CHINAMAN, whose name could not be obtained by the police, about fifty-six years of age, residing at 45, Centre Street, West Point, met his death yesterday morning under the most tragic circumstances. It appears that the coolie, who was in the employ of a joss stick maker, was carrying a tin full of joss stick powder to the roof of the building to be dried. When half way up the staircase he slipped and fell backwards, a distance of some twenty feet, fracturing the case of his skull. Death was instantaneous. His remains were picked up by the police and removed to the Morgue for identification.

THE Wai Wu-pa and the foreign Ministers in Peking have been engaged lately in the discussion of several highly important questions in connection with the right of foreigners to own land in the Settlements at the various Treaty Ports, and it is credibly reported that one of the incidental points decided acquiesces in the right of the Chinese authorities to redeem whatever land may be required for railways or other public undertakings in the Foreign Settlements, and acquire a complete title thereto. Viceroy and Governors in all the provinces have therefore been instructed by the Wai Wu-pa to bear this important fact in mind.

THE *Chim Cetic* (Tiechin), of 6th inst., says:—Yesterday at noon, a large number of Tientsin residents, friends of Mr. and Mrs. Edkins (Waterfield and Swiss) assembled on the bund to say good-bye to them and see them off by the S.S. *Kueichow*, on board of which steamer they have left for Hongkong. Mr. Edkins having been transferred to that port. Funerals of Chinese clackers were fired as the steamer cast off her moorings. A number of those present then went on board the new tug-belonging to the Taku Tug and Lighter Co. and gave three cheers, with a tiger, for the *Kueichow* passed down. Both Mr. and Mrs. Edkins will be much missed in the social life of this port.

TO those who came there about 11 o'clock last evening to the various ships in the harbour, to enjoy the entertainments provided in the Colony, a performance at the Canton wharves was certainly conducive to good humour for the spectators who were fortunate enough to have witnessed it. Wong Kam, a cook on the S.S. *Shan Chu*, came ashore from his ship and having with him a suspicious package was accosted by an excise officer, who demanded to know the contents of the package. There was a flash of arm, and in the blue glimmer of the dock's lights the spectators saw a true exemplification of justice. The officer of the law, in the shape of Sergeant Burney, and the alleged transgressor entered into a short argument, however, and the latter was taken to the Central Police Station. At the Police Court, this morning, the pugilistic cook was fined \$3 for his behaviour.

HIS Excellency Tuan-Fang, on completing his trip on the North German Lloyd steamship *Prins Regent Luitpold*, from China to Europe, made the following entry in the guest book of the captain of the steamer:—"My feet have been over the whole world, but my heart knows no fear, neither of the wind nor of the waves, like Wang-Yu-Ching, of the fairy tales. We passed volcanoes (Vesuvius), and the Red Sea that bears its name unjustly, for the waves did not move; without motion, our vessel rolled over them. On board of the steamer I write this on the 28th day of the fifth month of the year Ping-lo of the Emperor Kuang-hsu, I, the undersigned, Tuan-Fang, Governor-General of the Provinces of Fukien and Chekiang, at Naples I boarded the steamer of the North German Lloyd *Prins Regent Luitpold*. Her captain has been very courteous to me during the whole trip. Even the winds and the waves he guided to that I entirely forgot the fact that I was on a voyage across the great sea; therefore, the prize belongs to the *Prins Regent Luitpold*, of the North German Lloyd, above all other ocean steamers. All the vessels of the North German Lloyd have also a worldwide reputation, as the inhabitants of all the five continents embark upon them. I am moved that to record my thanks to the captain of this steamer."—N. D. L. Bulletin.

The Late Mr. A. H. Rennie.

AN UNKNOWN LETTER.

LATEST PARTICULARS OF THE TRAGEDY.

Special efforts were made by the staff of the *Hongkong Telegraph* last evening to obtain full particulars with respect to the lamentable death of Mr. A. H. Rennie. There is practically nothing to add to the strange facts, which we published at a late hour last night. Every single word of those facts has been confirmed, and as we are in a position to know is incorporated in the police official report. As a matter of fact, the statement was made this forenoon to one of our representatives that the report with which we presented our readers yesterday was absolutely correct in every detail. We need not linger any longer upon such a distressing subject which has shocked the community, but we would only say that the motive, which caused the impulse, has yet to be discovered.

All sorts and conditions of people in Hongkong were amazed last evening at the fact that a man, occupying the commercial position of Mr. A. H. Rennie, should have come by his death in such an extraordinary fashion. While the news shocked people last night, calmer thoughts prevailed to-day and endeavours were made to elucidate the mystery of the tragedy. Nothing, however, has been discovered which would account for the action of Mr. Rennie, and in many circles his death has caused sad remembrances.

Many wondered last night what was contained within the casket which was found attached to the deceased gentleman.

We trust we are not giving any secrets away when we state that Mr. Rennie left behind him an important letter which was to be delivered to one very near and dear to him. That letter was entrusted to one of the most prominent and respected members of the commercial community of Hongkong to deliver.

One thing was noteworthy to-day that all and sundry regretted the loss of one who promised to be the pioneer in what His Excellency the Governor called "The Industrial Institutions of Hongkong." There is no doubt that he was a commanding personality—not merely in the commercial but in the social life of the Colony. He was also one who, while he respected himself, respected others. And he will be regretted, particularly as a man, who endeavoured to do his best for the trade interests of the Colony.

THE FUNERAL.

The funeral of Mr. A. H. Rennie took place this afternoon to Happy Valley. Few believed that the ceremony would take place at such an early date and few had recovered from the excitement engendered by what had occurred. The funeral was of a strictly private character. So quietly were the arrangements completed that only a very few of the personal friends of the deceased knew at what hour the last sad ceremony was to take place. Many and repeated were the inquiries made to ascertain the hour fixed for the funeral; but in every case the inquiring friends met with the response that it would place "some time to-day." This circumstance explains the fact of the smallness in the number of personal friends present. Had the hour of the funeral been publicly announced there could be no denying that those who pay their last tribute of respect to the memory of the deceased gentleman would have been thoroughly representative of the commercial community of Hongkong.

His Excellency the Governor had, we are officially notified, intended to be present in person, but a meeting of the Executive Council and another important meeting, which followed immediately afterwards, precluded his attendance. There was no time for His Excellency to make other arrangements, but he was represented by Capt. Flemming, A.D.C.

A small number of deceased's most intimate friends waited at the Monument. The hearse arrived at half past four o'clock. The principal mourners were Sir Paul Chater, C.M.G., and Mr. H. N. Mody.

At the graveside there were present:—Capt. Flemming, A.D.C., representing H.E. the Governor, Mr. Paul Chater, Mr. H. N. Mody, Sir Henry Bouverie, M.P.s, G. Liebert, Consul for France, Hon. Mr. W. Rees Davies, Hon. Mr. Wei Yuk, Messrs. Ho Fook, J. C. Peter, G. C. C. Master, W. R. McD. Parr, B. Layton, A. R. Lowe, H. Percy Smith, Archibald Selk, G. Hastings, Harold Selk, H. F. Chard, G. P. Lommet, W. L. W. Wesser, L. Benidagone, Dr. J. H. Sanders and several Chinese gentlemen.

The services were read by Rev. R. F. Johnson, officiating clergyman, at the conclusion of which the remains, enclosed in a casket of English oak, were lowered into the grave. On the plate on the coffin was inscribed:—

Alfred Herbert Rennie,

Age 51 years,

Died, 14th April, 1908.

Among the many beautiful wreaths I got were those from: Sir Paul Chater, Mr. H. N. Mody, R. Yoneda, Mr. and Mrs. Wesser, Mr. and Mrs. Ho Tung, Mr. Ho Fook, Mr. and Mrs. Tang Lau Kok, Hon. Mr. and Mrs. Wei Yuk, Mr. G. P. Lammet, Office Boy A. Cheong, Mr. and Mrs. Li Wai Lum, Mr. Au Young Kit, Mr. James, Dr. J. W. Noble, Mr. C. E. Warren, Mr. B. L. A. Howard, Mr. Wm. Lyndt, Mr. Leung Shiu Kong, Mr. S. A. Ahmed, Mr. and Mrs. B. Layton, Mr. Tak Cheong, Capt. W. Dooner, Commodore R. H. F. Stokes, Dr. Ho Nai Hop, Mr. Kwan Kai, Dr. and Mrs. F. O. Steadman, Office Staff Hongkong Milling Co., Mr. Harold Selk, Capt. and Mrs. Godfrey Wall, Hongkong Milling Co., Junk Bay Staff, Mr. and Mrs. J. C. Peter, From the Servants who say, "He was always so kind," Mr. and Mrs. G. C. C. Master, Dr. and Mrs. Jordan, Messrs. Corroll, Broth, Mr. H. R. Chard, Mr. Lam Ping Woon, Mr. G. P. Lammet, Mr. Cheong, Mr. and Mrs. N. A. Sieb, Mr. Leung Shu-kong, Mr. Sam

Ajak, Mr. G. S. Crulchshank, Mr. and Mrs. A. Selk, Mr. and Mrs. H. I. Black, Mr. Yee Kee, and Messrs. Arnold Karberg & Co.

The following communication has been sent to us for publication:—"We are requested to state that no notice of the hour fixed for the funeral of the late Mr. A. H. Rennie having reached either Government House or the Colonial Secretary's Office till just before a meeting which the Governor had convened for the consideration of the Public Health and Buildings Bill and at which the Colonial Secretary, the Director of Public Works, the Hon. Dr. Ho Kai and Messrs. A. Turner, A. H. Ough and A. I. son were present, His Excellency was unable to postpone the meeting to attend the funeral."

CANTON DAY BY DAY.

VICEROY CHANG HONoured.

[From Our Own Correspondent.]

Canton, 13th April, 1908.

H. E. Viceroy Chang Jen Chun has received from the Emperor three honorific scrolls inscribed with the characters Fu (福), Cheng (成), Shou (壽)—one on each. On the 12th instant His Excellency hung up these scrolls in the Viceroy's quarters. According to custom all his subordinates have called on him to offer him congratulations on the occasion.

CHEAP RICE.

Yesterday the four mahseds in connection with the Cheap Rice Disposal Bureau were opened for the distribution of rice. The Kwangchow Prefect, accompanied by the two district magistrates of Nanhui and Panyu, made an inspection of these sheds. The Rice Bureau has issued over four thousand tickets to the poorer classes of the people for admission to these sheds, to buy rice.

PROPOSED SHIPPING COMPANY.

The office of the Canton Shipping Company was opened yesterday, at Foo Shih street, west, for the registration of shares. About a thousand dollars of subscription money were collected.

CANTON-HANKOW RAILWAY.

The directors of the Canton-Hankow Railway Company are of the opinion that the Nine Charitable Institutions, the Canton Chamber of Commerce and the 7-Guilds Association should undertake to collect the second call of subscriptions at \$1.50 a share for the Company, as they were the promoters of the Company, and the first call was collected by them. A mass meeting of shareholders of the Company has been arranged by the board of directors, to take place on the 15th day of the 5th moon to discuss certain matters.

ADMIRAL LI CHUN.

H. E. Admiral Li Chun left here on the 11th instant for the Hoga Tigis, where His Excellency took over the seal of office as Acting Admiral of the province of Kwangtung on the following day.

NEW PROVINCIAL EXAMINER.

The Canton Shan Hui Chu has received a telegram from Shanghai informing the Chu that the Canton Province Examiner-designate, Tseng Shen Tung, has left Peking to proceed to the Southern Capital to take up his new appointment. This new official is expected to arrive at Canton about the end of this month.

14th April.

RAILWAY DIRECTORS' REMUNERATION.

The directors of the Canton-Hankow Railway Company held a meeting at the Company's offices yesterday when it was unanimously decided that the president of the Company should receive remuneration at the rate of taels 1,600 + 400 a month; the vice-president 700 + 300, and the other directors of the Company taels 300 + 200 each. At the meeting it was decided to request Mr. Lo Po Shun to take up his appointment as vice-president some time this month; he was appointed to this position several months ago, but has not yet assumed the duties of the office.

GOVERNMENT MUNITIONS.

A quantity of arms and ammunition—2,000 revolvers, 500 Mauser rifles, and 200,000 cartridges—were ordered through the firm of Messrs. Arnold Karberg & Co., by the Canton Shan Hui Chu for the use of the different forces of the province, has now arrived and the department has applied to the Viceroy for permission to land the munitions.

NEW MAGISTRATES.

The newly-appointed Tanyu Magistrate, Mr. Chou, will take over the seal of office tomorrow, and the newly-appointed Nanhui Magistrate, Mr. Cheung, will take over the seal of office on the 28th instant.

CONTRABAND MUNITIONS.

By order of the Viceroy the two Commodore Yau and Lin hurriedly proceeded to Sha Kok yesterday. It is learnt that these two officers were despatched on a special mission to effect the seizure of some arms and ammunition. It is supposed that an attempt will be made to smuggle the munitions into the interior by robbers.

PROVINCIAL SELF-GOVERNMENT.

The Kwangchow Prefect proposed to open a school in connection with the Canton Self-Government Society and to admit 120 students into the school to go through a course of studies for a term of six months with the view of the early introduction of a self-government system in the province.

"NATIONAL DISGRACE" MEETING.

On the 10th instant, there was a National Disgrace Meeting held in the Shum-Chun village, in the Nanhui district, and on the following day a similar meeting was held in the neighbouring village called Kuo Shui. There were large attendances at both meetings. It is reported that the people of the Welchow Prefecture have also held meetings there with the same object.

THE CANTON VICEROYALTY.

A Peking telegram states that a rumour is current in the Capital to the effect that H. E. Yang See Hsing, present Viceroy of the province of Chih, will be probably appointed to be Viceroy of the Liang Kwang provinces in succession to H. E. Chang Jen Chun.

The Japanese Boycott.

PLACARDS IN THE CHINESE QUARTERS.

DESTROYED BY THE POLICE.

The emissaries of the organization to boycott Japanese trade appear to pursue their mission with unabated zeal and there are evidences that, the recent gentle warning to the Chinese editors as to the manner boycott reports should be treated in the columns of their journals has stimulated energy in other directions to punctuate native feelings in the matter of the boycott. At an early hour this morning the police on patrol duties in Queen's Road discovered some placards posted up on the walls of prominent buildings in the native quarters of the city. The placards measured some twenty inches by thirty. The injunctions to the Chinese populace displayed on the sheets were in writing and not printed. An exact translation of the posters could not be obtained, but we understand their purport, briefly, was to advise the Chinese to pursue the boycott against the Japanese.

As soon as the placards were observed the police authorities had them torn down and destroyed, one copy being retained by the detective department for translation.

JAPANESE BANK NOTES.

Our first report last week that Japanese bank notes issued by a Northern agency would not be handled by money-changers in the Colony, has now to be amplified by the report of the determination on the part of Chinese money-changers not to encash the notes of Japanese Banks to matter what the place of origin may be.

CHINA IN DIPLOMACY.

Says the *Seattle Post-Intelligencer*: China, not having exactly the point of vantage in the controversy with Japan over the seizure of the *Tatsu* at Macao, but, bulwarked, in a measure, by certain principles of conceded merit and validity, has played the game of diplomacy with consummate skill, and if Japan's face is saved in this wholly unflattering sparring match, it will be by a narrow margin.

Japan's reiterated demand was categorical. It was for the immediate release of the *Tatsu*, damages, and an apology for hauling down the Japanese flag. Primarily, the demand rested upon the assumption that the vessel was seized upon the assumption that the vessel was seized by China in Portuguese waters. If this assumption had been correct, the issue would not have admitted, perhaps, of parting, or reference to arbitration, or of any of the several other modes of procedure proposed by China.

But China, it seems, was shrewd enough to take a nautical reckoning at the time of the seizure, and hence, in proposing peaceful adjustment, after apology for hauling down the Japanese flag, which was an admitted wrong due to the excitement and possible danger of misunderstanding at the moment, the Peking government was on reasonably safe ground.

This fuller statement, officially vouched by China, ought to open the way for a fair and friendly settlement of the issue. It would be a mistake for China and Japan to go to war at this time. Some more opportune season should be selected for settling whatever differences may now exist between the two governments. War might be extremely hurtful to both China and Japan in the present state of the world.

MURDER AT KOWLOON CITY.

UNKNOWN CHINAMAN FOUND DEAD ON THE ROADSIDE.

Shortly after noon yesterday, an unknown Chinaman, about thirty years of age, having the appearance of a coolie, was found dead, with his head crushed in, on the road between Sam-shui-po and Kowloon City. The circumstances surrounding the finding of the body suggested to the police that a "hold up" had taken place on the road, and that the unfortunate man was a victim of a band of robbers. The body was found by the Kowloon City police, and removed to the morgue. The police are investigating the matter.

OPIUM ON S.S. "DEWAWONGSE."

CAPT. BRUHN'S APPEAL ALLOWED.

The *Singapore Free Press* prints the following London telegram dated 4th April:—"The Judicial Committee of the Privy Council has allowed the appeal of Capt. Bruhn of the steamer *Dewawongse* against the judgment of the Supreme Court of the Straits Settlements, delivered on the 10th of December, concerning the importation of opium."

[Messrs. Drew and Napier were able to communicate this satisfactory news to Messrs. Behn Meyer and Co. on Friday.

Capt. Bruhn was convicted in July last year of importing 325 lbs. of chandu from Swatow and fined \$2,000. He appealed on the ground that it did not appear who placed the chandu on board, and it was unjust to fine the master of a ship if chandu was carried without his knowledge. The Court of Appeal upheld the conviction, and said that the master was liable for any opium or chandu found on board his ship.

We pointed out at the time the danger of this decision as placing a premium on "planting" opium on board a ship in China, wiring down the place of concealment, and getting a conviction with a heavy fine "half of which may go to the informer."

AOMORI certainly seems to get more than its full share of fire, flood, and famine. The heavy rain which fell on the night of the 30th ultimo, combined with the mild temperature, caused the snow to thaw on the hills in the neighbourhood of that city, and all the rivers were speedily swelled to an alarming extent. The Iwakari River rising 16 feet above the normal level. In Aomori city about 300 houses were flooded, 150 being immersed above the floor. The City Office had to render relief, supplying food to the sufferers.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE OPIUM CAMPAIGN.

INSTRUCTIONS TO CHINESE MINISTERS.

(By courtesy of the "Sheung Po.")

Peking, 14th April.

The Waiwupu has telegraphed to the Chinese Ministers accredited to foreign countries instructing them that, if any members of their suites are addicted to the opium habit, they should be allowed a certain time to rid themselves of the vice.

THE PRESS LAW.

ENFORCEMENT AT SHANGHAI.

(By courtesy of the "Sheung Po.")

Peking, 14th April, 1908.

As there are more Chinese newspapers published at Shanghai than in any other city in the Empire, it is proposed, in the first instance, to enforce the new Press Regulations promulgated by the Board of Civil Affairs at that port.

Special telegrams have been despatched to Viceroy Tuan Fang directing His Excellency to inform the editors of the Chinese papers at Shanghai that the operation of the Press law will be brought into effect forthwith.

SHANGHAI POLICEMAN'S CASE.

HEARING RE-OPENED.

(From Our Own Correspondent.)

Shanghai, 15th April, 3.35 p.m.

The hearing was begun in Court to-day as to whether the action of the Consul in case of the ex-policeman Bookless, who brought an action against the Municipal Council claiming 10,000 taels damages for wrongful dismissal was properly adjudicated.

The New Cabinet.

London, 13th April.

Sir Henry Fowler retains the office of Chancellor of the Duchy of Lancaster, Lord Tweedmouth is President of the Council, Lord Crew, Secretary of State for the Colonies, Mr. Lloyd-George, Chancellor of the Exchequer, Mr. McKenna, First Lord of the Admiralty, Mr. Runciman, Board of Education, and Col. Seely, Under Secretary of State for the Colonies.

Large Fire Near Boston.

A fire at Chelsea, a manufacturing suburb of Boston, has swept a square mile, and still continues burning.

Sir Henry Campbell-Bannerman.

The condition of Sir Henry Campbell-Bannerman shows no improvement. He is very weak.

Prince Von Buelow in Italy.

Prince von Buelow has visited Signor Tittoni in Rome.

The Boston Fire.

The fire in the suburbs of Boston has been controlled, but it has destroyed some of the finest public buildings and historic churches.

Damage to the factories is estimated at from 7,000,000 to 10,000,000. Ten thousand are homeless.

The Marriage of the Duc d'Abruzzi.

It is positively affirmed in Rome that the King has consented to the marriage of the Duc d'Abruzzi with Miss Elkins, who becomes an Italian Royal Princess.

The Tibetan Negotiations.

The Chinese Commissioner continues to drag the Tibetan negotiations in Calcutta, in spite of the British impatience and anxiety. The Tibetan Associates are about to return home.

Signor Tittoni returned Prince von Buelow's visit and the two conferred for 80 minutes.

It is generally understood that Italy's policy in Macedonia preoccupies Austria and Germany.

SHIPPING AND MAILS.

MAILS DIV.

Indian (Catherine Apter) 20th inst.
American (Manchuria) 21st inst.
German (Prins Elfedrich) 21st inst.
German (Prins Stettin) 21st inst.

The Apsar Co's s.s. Catherine Apter from Calcutta left Singapore yesterday afternoon, and may be expected here on 21st inst.

The Apsar Co's s.s. Jafra, from Yokohama and Kobe, left Meiji this morning, and may be expected here on 10th inst. at daylight.

The I.C.S. N. Co's s.s. Kulsang left Calcutta for this port via the Straits on 9th inst., and may be expected here on 26th inst.

The I.C.S. N. Co's s.s. Onrang left Calcutta for this port via the Straits on 11th inst., and may be expected here on 29th inst.

The Mukden Brawl.

THE AMERICAN CONSUL AND THE JAPANESE.

Peking, April 9.

Particulars of the Japanese assault on the American Consulate at Mukden reveal the incident as more of an indication of the disorderly character of Japanese at Mukden than as a deliberate attack, actuated by international motives.

A Japanese postman, carrying the mail for the American Consulate, chose to enter from the adjoining compound through a private barred gate, instead of going round, as is usual, to the public entrance. The Chinese Consular messenger opposed the postman's entrance. Whereupon he was promptly attacked by the postman. Alarmed by the noise of the quarrel, which was immediately on the door of the Consular office, Mr. D. Straight, the American Consul, rushed out and after some difficulty separated the combatants, and led the postman back through the neighbouring compound, which is occupied by some lama priests, and showed him the proper entrance.

A GENERAL RELEE.

Ten minutes later, the postman, with four other Japanese, returned to the main gate of the Consulate, forced an entrance, and catching sight of the office coolie who had opposed his initial entrance, the postman pursued him into the inner court, occupied as a residence by the Consul, and broke into the Consul's bedroom. Here, unable to catch the messenger, who ran yelling to inform the Consul, the Japanese intruders struck the other coolie and dragged him by his queue to the gate. One of the Japanese assailants bit the Chinese coolie in the face.

The Consul, brought from his office by the cries, ran across his residence court, arriving in time to meet the bitten coolie, as he was being dragged out of the gate by his hair. It was a scene of riot. Three other Consular servants had been assaulted, and dragged out, where they were held by their pigtail by one Japanese while two other Japanese jumped upon them.

The messenger and the gate man, reinforced by three other consular servants who had arrived upon the scene with sticks, and several members of the Chinese police tuning up, the Consul, with their assistance, separated the combatants, and lodged the postman with three other Japanese in the gate house, where they were held under guard while the Japanese police were summoned.

THE JAPANESE CONSUL'S REPLY.

The latter not appearing, and the crowd about the gate beginning to grow, the Consul, armed with a revolver, put his four prisoners into two Chinese carts and conveyed them under police escort to the Japanese Consulate, where he handed them over to Mr. Kato, the Consul-General.

The American Consul personally gave a full account of the assault as here reported, insisting that trespass upon a Consulate with a foreign flag and assaulting and dragging a foreign Consul's servants into the highway could not be regarded as a light matter.

In the afternoon of the same day, an extraordinary note was received from the Japanese Consul, stating that the account of the prisoners differed from that of Mr. Straight, and requesting from the latter a written statement with a map of the American Consular premises. There was no word of apology or regret, an unprecedented piece of disregard of consular courtesy.

The American Consul promptly declined to balance his statements against the verbal declaration of Japanese coolies, and emphasized again the enormity of the offence. To this note Mr. Kato replied by sending a clerk to draw a map, making a brief résumé of the Consul's statements.

AWAITING SETTLEMENT.

It is to be hoped that an amicable settlement has been reached between the Consular representatives at Mukden. In itself the incident is necessarily of mere local importance, although when taken in connection with other events of a similar nature it is hardly to be regarded as a coincidence. The broad significance of the affair will only lie in the diplomatic attitude assumed by the Japanese. According to the latest advices adequate reparation, or some step towards it, seems to have been taken by the Japanese because no official communication has been received in Peking. — N. C. D. News.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.
On the 15th at 11.35 a.m. — The barometer has risen slightly on the S.E. coast of China; and fallen a little over Tongking.

Pressure is high over the Yellow Sea, and low over Tongking and the N.W. part of the China Sea.

Strong N.E. winds may be expected in the Formosa Channel, and strong E. winds along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds, strong to a moderate gale; quality rainy.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamocks, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

RAJAH SINGH was yesterday a watchman in the employ of the Hongkong and Whampoa Dock Company, Limited. To-day, he figured in the dock at the Police Court, charged with sleeping at his post. Mr. Isaac Turner, the head watchman, was the complainant. He found Rajah fast asleep on a stool last night instead of going his rounds. The unfortunate, or rather the sleepy Rajah had to pay \$10 for his snooze. Mr. J. H. Kemp convicted him.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

MOTOR CARS.

To the Editor of the "Hongkong Telegraph."
Dear Sir,—I beg to request that you will be so good as to allow a little space to insert the following in your valuable paper for the interest of the public.

At about 5.30 p.m. on the 14th instant, I was walking in Des Vaux Road, going westward to the market and as far as I got to Victoria Street, I saw a Motor Car, seated 2 gentlemen, coming eastward in Des Vaux Road, steering right up Victoria Street with full speed. People might think that something must have been happening, but fortunately there was none as far as I could see, and the car turned to the west in Queen's Road, going west and again down Des Vaux Road, coming back by the same way to the East. For what reason this machine cutting round this traffic place is unknown. For fun? You must think that this time was the busiest time round the market here, and the most traffic part in the town. Should there be anything happened or any one hurt, it was too late to complain of. Could not the Police do anything, to stop this? Perhaps the Law Authorities can, if they send some one out to view the object, which occurs every day, though it may not be in the same spot. This sort of pleasure by reckless using a machine, is dangerous, indeed, to the Public, during business hours in this Colony.

Thanking you in advance—Yours etc.,

Hongkong, 15th April, 1908.

[The above is reproduced textually as received from the anonymous correspondent.—Ed. H. K. T.]

TWO-POWER NAVAL STANDARD.

IMPORTANT STATEMENT BY MR. ASQUITH.

Whatever other effect the statement which Mr. Asquith made yesterday (March 10) early in the debate on the Navy Estimates in the Commons may have eventually, it is certain that it had the immediate effect of emptying the House directly the statement was finished, and of depriving the subsequent debate of much of the interest that might otherwise have attached to it. Mr. Balfour invited the statement of the Chancellor of the Exchequer, and the question and answer were of such a nature as to suggest that Mr. Balfour had obtained on the previous day from making party capital out of the German Emperor's letter incident because a sort of understanding that the Government would make a reassuring announcement on the two-standard power of the navy. However that may be, this is what happened—Mr. Balfour rose directly the House went into committee on the vote for £7,129,700 for the pay of the service, saying that he had, in question, and one only, which he wished to put there and there to the Government, and it was this—whether in the later months of 1911 there would not be 13 ships of the Dreadnought and Invincible type belonging to Germany and only 12 belonging to Great Britain, it being assumed in the first place that the dates for building were adhered to and that the German statutory shipbuilding programme was fulfilled and that the rates of shipbuilding in Germany and Great Britain respectively were, as was asserted by the German Minister of Marine, practically identical. The Government would be doing a great service to the public who were deeply interested in these naval programmes, if they could give a clearer answer than it was possible the previous night.

THE TWO-POWER STANDARD.

Mr. Asquith replied at once, and, as usual, he avoided anything sensational in style. Important as was his statement, it was in a quiet, accessible and conversational style that he replied that he thought there was no difference between the two sides of the House on two points—that we must maintain the unassailable supremacy of this country at sea, and that the two-power standard was a practical and workable standard. The question put by the right hon. gentleman was confined entirely to vessels of the "Dreadnought" and "Invincible" class. The right hon. gentleman had assumed that by the autumn of 1911 Germany would be, or might be, in possession of 13 ships of this class. Of course that was based upon two preliminary hypotheses: the first was that the whole of the German programme as now laid down was carried out to the letter, and secondly that the German rate of construction would be such that one of these vessels could be built within 30 months from the date it was laid down. He was not going to discuss whether these two hypotheses were or were not well founded. There was very grave reason to doubt they would. Let them assume, however, that they would.

PREPARED FOR EMERGENCIES.

Turning to the British side of the question, by January, 1911, we should be in possession of 12 of these ships. That assumed that nothing was done next year in new construction, or that the vessels were laid down at such a date that they could not be built by December, 1911. The right hon. gentleman continued: "Without forecasting next year's programme, I say, without the faintest hesitation, that if we find there is by that time a reasonable probability of the German programme being carried out according to the figures suggest, we should feel it our duty to provide, not only for a sufficient number of ships, but such a date for laying down these ships that by the end of 1911 the superiority of the Germans would not be an actual fact. I hope that is quite explicit. That is the policy of His Majesty's Government, and remains on record, and I think it ought to reassure any doubting minds in any quarter of the House that we do not intend in this matter to be left behind." There was a loud burst of cheering when Mr. Asquith had finished this short but emphatic declaration of Government policy and then most of the members present seized their hats and escaped from the House to talk things over to the Lobby.

To-day's Advertisements.

THE EDISON KINETOSCOPE,

37, QUEEN'S ROAD CENTRAL.

CONTINUOUS PERFORMANCE EVERY DAY.

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PROGRAMME ONE HOUR—DUPLICATION AT ANY TIME.

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ENTIRE CHANGE OF PROGRAMME EVERY WEEK.

Hongkong, 15th April, 1908.

NOTICE.

MR. SIDNEY MICHAEL is authorised to Sign the Name of our Firm, per Procuration, from this date.

J. R. MICHAEL & Co.

Hongkong, 15th April, 1908.

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"DENBIGHSHIRE"
will be despatched for the above Ports, on or about the 15th May, 1908.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., Agents.

Hongkong, 15th April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"OECANA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. India.
From Persian Gulf, ex B.I.S.N. and R. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 15th April, 1908.

THE YARN-LUTTERY SCHEME.

According to a report received by the Japan Cotton Spinners' Association in Osaka, says the Japan Chronicle, no steps have yet been taken by the Shanghai Municipal authorities against the issue of prize tickets entailing purchases of Japanese yarn to participate in a lottery. The Shanghai authorities, it is stated, misunderstood the scheme, the terms *lottery* and *lottery tickets* being misinterpreted, and they have now perceived their error. Mr. Nagasaki, Japanese Consul-General, declares that the issue of the tickets is not a violation of regulations, as no money is offered as prizes. One of the Osaka papers from which we take this information adds that the Department of Agriculture and Commerce has withdrawn the protest made against the scheme.

THE SCHEME MODIFIED.

In connection with the attempted encouragement of the export of cotton yarn (to China), it is announced that the scheme of issuing "lottery tickets" on each bale of yarn has been modified, and that, instead of prizes being offered, coupons will be issued for complimentary presents to be given by the Japanese Spinners' Union. The definite result of the prize system will not be known until the drawing of lots on July 2, but indications show that the scheme would not be fully successful. Meanwhile, the proposed cutting down of the production is incompatible with the above plan. Nevertheless, it is problematical what is actually the best means for the alleviation of the existing difficulty. Meanwhile, the Japanese spinners explain that in carrying out the prize system they do not aim at competing with Indian yarn. It is further admitted that they can afford to co-operate with Indian mills for the operation of the prize system, if the latter desire so. They only aim at competition with Chinese "hand yarn." — N. C. D. News.

Contracts for forward delivery between spinning companies and Osaka yarn merchants were all settled at the end of last month, and little business is doing in Osaka for forward delivery, while merchants are eager to dispose of their stocks. They are therefore buying very little, taking up more than about 300 bales in one transaction. On Wednesday, the 1st instant, the share market showed a further decline, and the yarn market was affected, quotations for June delivery, which were opened on Wednesday, closing at ¥102.30, the lowest price on record. The closing quotations on the Osaka Yarn Exchange on Wednesday are compared with the closing rates on the previous day as follows:—

	Wednesday.	Tuesday.
April delivery	¥104.55	¥106.15
May delivery	103.90	105.60
June delivery	102.95	

The new Motor Fire King for the Shanghai Brigade arrived at Shanghai on the *Bracewell* early last week, and on Wednesday (8th inst.) was taken to the Fire Brigade workshops to be prepared for service.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"
Captain Haff, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 21st inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 15th April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"JAPAN,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 15th April, 1908.

A B-SAVE RESCUE AT SEA.

H.A.L. "SAMBIA'S" CREW

A correspondent sends to the N. C. D. News the following story of an exciting rescue at sea.—On the morning of April 8 at the H.A.L. *Sambha* was approaching the mouth of the Yangtze, the wreck of a large Chinese fishing junk was sighted on the starboard bow. The *Sambha* was breaking heavily over the wreck which was almost entirely submerged, only a little of the fore part remaining above the water. To this fifteen Chinese were clinging. They had a bit of a distress signal flying and the crew of the *Sambha* could hear faint cries for help. A life-boat was at once lowered away with great difficulty as a heavy chopping sea was running; but when she reached the wreck it was found impossible to get alongside of her owing to the amount of long beams, etc., floating about her. After repeated efforts a heaving line was thrown across the wreck and at the end of an hour and a half's labour the fifteen Chinese, were all drawn safely into the life-boat. The Chinese, were so exhausted that they had to be hoisted on board the *Sambha* where hot drinks, food and dry clothes presently restored them to a better condition. According to their story they had been five days out from Shanghai and had been wrecked at 3 o'clock, on the morning of their rescue, since when they had only been able with the utmost exertion to cling to the remnant of their junk which was continually breaking up in the beating of the waves. The men were carried to Shanghai where the rescue was reported at the German Consulate.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.

London—Bank T.T.	110 1/2
Do. demand	110 5/8
Do. 4 months sight	110 9/16
Amsterd.—Bank T.T.	133 1/2
Amsterd.—demand	134 1/2
Germany—Bank T.T.	140 1/2
India T.T.	140 1/2
Do. demand	140 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T.	74 1/2
Yokohama—Bank T.T.	74 1/2
Yokohama—demand	74 1/2
Yokohama—4 months sight	74 1/2
Yokohama—6 months sight	74 1/2
Yokohama—9 months sight	74 1/2
Yokohama—12 months sight	74 1/2
Yokohama—18 months sight	74 1/2
Yokohama—24 months sight	74 1/2
Yokohama—36 months sight	74 1/2
Yokohama—48 months sight	74 1/2
Yokohama—60 months sight	74 1/2
Yokohama—72 months sight	74 1/2
Yokohama—84 months sight	74 1/2
Yokohama—96 months sight	74 1/2
Yokohama—108 months sight	74 1/2
Yokohama—120 months sight	74 1/2
Yokohama—132 months sight	74 1/2
Yokohama—144 months sight	74 1/2
Yokohama—156 months sight	74 1/2
Yokohama—168 months sight	74 1/2
Yokohama—180 months sight	74 1/2
Yokohama—192 months sight	74 1/2
Yokohama—204 months sight	74 1/2
Yokohama—216 months sight	74 1/2
Yokohama—228 months sight	74 1/2
Yokohama—240 months sight	74 1/2
Yokohama—252 months sight	74 1/2
Yokohama—264 months sight	74 1/2
Yokohama—276 months sight	74 1/2
Yokohama—288 months sight	74 1/2
Yokohama—300 months sight	74 1/2
Yokohama—312 months sight	74 1/2
Yokohama—324 months sight	74 1/2
Yokohama—336 months sight	74 1/2
Yokohama—348 months sight	74 1/2
Yokohama—360 months sight	74 1/2
Yokohama—372 months sight	74 1/2
Yokohama—384 months sight	74 1/2
Yokohama—396 months sight	74 1/2
Yokohama—408 months sight	74 1/2
Yokohama—420 months sight	74 1/2
Yokohama—432 months sight	74 1/2
Yokohama—444 months sight	74 1/2
Yokohama—456 months sight	74 1/2
Yokohama—468 months sight	74 1/2
Yokohama—480 months sight	74 1/2
Yokohama—492 months sight	74 1/2
Yokohama—504 months sight	74

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE OPIUM CAMPAIGN.

INSTRUCTIONS TO CHINESE MINISTERS.

[By courtesy of the "Sheung Po."]

Peking, 14th April.
The Waiwupu has telegraphed to the Chinese Ministers accredited to foreign countries instructing them that, if any members of their suites are addicted to the opium habit, they should be allowed a certain time to rid themselves of the vice.

THE PRESS LAW.

ENFORCEMENT AT SHANGHAI.

[By courtesy of the "Sheung Po."]

Peking, 14th April, 1908.
There are more Chinese newspapers published at Shanghai than in any other in the Empire. It is proposed, in the instance, to enforce the new Press Regulations promulgated by the Board of Affairs at that point.
Special telegrams have been despatched to inform the editors of the Chinese Press at Shanghai that the operation of Press law will be brought into effect with.

SHANGHAI POLICEMAN'S CASH.

HEARING RE-OPENED.

[From Our Own Correspondent.]

Shanghai, 15th April, 2.35 p.m.
The hearing was begun in Court to-day whether the action of the Consul in the case of the ex-policeman "Bookless," who had been dismissed from the Municipal Council claiming 10,000 taels damages for wrongful dismissal was properly adjudicated.

[Reuter's.]

The New Cabinet.

London, 13th April.
Henry Fowler retains the office of Secretary of the Duchy of Lancaster, Lord Dunsford is President of the Council, Mr. Lloyd-George, Chancellor of the Exchequer, Mr. McKenna, First Lord of the Treasury, Mr. Runciman, Board of Education, and Mr. Seely, Under Secretary of State for the Colonies.

Large Fire Near Boston.

Fire at Chelsea, a manufacturing suburb of Boston, has swept a square mile, and still rages burning.

Henry Campbell-Bannerman, the condition of Sir Henry Campbell-Bannerman shows no improvement. He is very weak.

Giovanni Von Buslow in Italy.

Giovanni Von Buslow has visited Signor Tittoni in Rome.

The Boston Fire.

The fire in the suburbs of Boston has been controlled, but it has destroyed some of the finest public buildings, and historic churches.

Damage to the factories is estimated at 7,000,000 to 10,000,000. Ten thousand are homeless.

Marriage of the Duc d'Abruzzi. The marriage of the Duc d'Abruzzi with Miss Elkins, who becomes an Italian Royal Princess.

The Tibetan Negotiations. The Chinese Commissioner continues to the Tibetan negotiations in Calcutta, in the face of the British impatience and anxiety. The Tibetan Associates are about to return.

Mr. Tittoni returned Prince von Bismarck and the two conferred for 80 minutes.

It is generally understood that Italy's policy in Macedonia pre-occupies Austria-Germany.

SHIPPING AND MAILS.

MAILS.

Indian (Catharine) 20th inst.
Maurice (Manchuria) 21st inst.
German (Prinz Blücher) 21st inst.
German (Prinz Wilhelm) 21st inst.

The Apcar Co.'s s.s. Catharine left from the Apcar Co.'s s.s. Catharine from Yokohama (Kobe, Japan) this morning, and may be expected here on 24th inst.

The I.C.S. N. Co. s.s. Kaituma left Calcutta for this port via the Straits on 19th inst.

The I.C.S. N. Co. s.s. Onong left Calcutta for this port via the Straits on 19th inst.

The I.C.S. N. Co. s.s. Onong left Calcutta for this port via the Straits on 19th inst.

The Mukden Brawl.

THE AMERICAN CONSUL AND THE JAPANESE.

Peking, April 9.
Particulars of the Japanese assault on the American Consulate at Mukden reveal the incident as more of an indication of the disorderly character of Japanese at Mukden than as a deliberate attack, actuated by international motives.

A Japanese postman, carrying the mail for the American Consulate, chose to enter from the adjoining compound through a private barred gate, instead of going round, as is usual, to the public entrance. The Chinese Consular messenger opposed the postman's entrance. Whereupon he was promptly attacked by the postman. Alarmed by the noise of the quarrel, which was immediately outside the Consular office, Mr. D. Straight, the American Consul, rushed out and after some difficulty separated the combatants, and led the postman back through the neighbouring compound, which is occupied by some lama priests, and showed him the proper entrance.

A GENERAL MESS.

Ten minutes later, the postman, with four other Japanese, returned to the main gate of the Consulate, forced an entrance and, catching sight of the office coolie who had opposed his initial entrance, the postman pursued him into the inner court, occupied as a residence by the Consul, and broke into the Consul's bedroom. Here, unable to catch the messenger, who ran yelling to inform the Consul, the Japanese intruders struck the other coolie and dragged him by his queue to the gate. One of the Japanese assailants bit the Chinese coolie in the face.

The Consul, brought from his office by the cries, ran across his residence court, arriving in time to meet the bitten coolie as he was being dragged out of the gate by his hair. It was a scene of riot. Three other Consul's servants had been assaulted, and dragged outside, where they were held by their pigtails by one Japanese while two other Japanese jumped upon them.

The messenger and the gate man, reinforced by three other Consul's servants who had arrived upon the scene with sticks, and several members of the Chinese police turned up, the Consul, with their assistance, separated the combatants, and lodged the postman with three other Japanese in the gate house, where they were held under guard while the Japanese police were summoned.

THE JAPANESE CONSUL'S REPLY.

The latter not appearing, and the crowd about the gate beginning to grow, the Consul, armed with a revolver, put his four Japanese into two Chinese carts and conveyed them under police escort to the Japanese Consulate, where he handed them over to Mr. Kato, the Consul-General.

The American Consul personally gave a full account of the assault as here reported, insisting that trespass upon a Consulate with a foreign flag and assaulting and dragging a foreign Consul's servants into the highway could not be regarded as a light matter.

In the afternoon of the same day, an extraordinary note was received from the Japanese Consul, stating that the account of the prisoners differed from that of Mr. Straight, and requesting from the latter a written statement with a map of the American Consular premises. There was no word of apology or regret, an unprecedented piece of disregard of consular courtesy.

The American Consul promptly declined to balance his statements against the verbal declaration of Japanese coolies; and emphasized again the enormity of the offence. To this note Mr. Kato replied by sending a clerk to draw a map, making a brief résumé of the Consul's statements.

AWAITING SETTLEMENT.

It is to be hoped that an amicable settlement has been reached between the Consular representatives at Mukden. In itself the incident is a necessary of more local importance, although when taken in connection with other events of a similar nature it is hardly to be regarded as a coincidence. The broader significance of the affair will only lie in the diplomatic attitude assumed by the Japanese. According to the latest advice, adequate reparation, or some step towards it, seems to have been taken by the Japanese because no official communication has been received. In Peking.—N. C. D. News.

THE WEATHER.

The following report is from Mr. F. G. Flagg, Director of the Hongkong Observatory:—
On the 15th at 11.35 a.m.—The barometer has risen slightly on the S.E. coast of China, and fallen a little over Hongkong.

Pressure is high over the Yellow Sea, and low over Hongkong and the N.W. part of the China Sea.

Strong N.E. winds may be expected in the Formosa Channel, and strong E. winds along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending 10 a.m. to-day, 0.06 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds, strong to a moderate gale; equally rainy.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamouche, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

RAJAH SINGH was yesterday a watchman in the employ of the Hongkong and Whampoa Dock Company, Limited. To-day, he figured in the dock, at the Police Court, charged with sleeping at his post. Mr. Isaac Turner, the head watchman, was the complainant. He found Rajah fast asleep on a bench last night, instead of going his rounds. The unfortunate, or rather the sleepy Rajah, had to pay 5/0 for his nap. Mr. J. H. Kemp presided.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

MOTOR CARS.

To the Editor of the "HONGKONG TELEGRAPH."
Dear Sir,—I beg to request that you will be so good as to allow a little space to insert the following in your valuable paper for the interest of the public.

At about 5.7 p.m. on the 14th instant, I was walking in Des Voeux Road, going westward to the market and as far as I got to Victoria Street, I saw a Motor Car, seated 2 gentlemen, coming eastward in Des Voeux Road, steering right up Victoria Street with full speed. People might think that something must have been happening, but fortunately there was none as far as I could see, and the car turned to the west in Queen's Road, going west and again down Des Voeux Road, coming back by the same way to the East. For what reason this machine curving round this traffic place is unknown. For fun? You must think that this time was the busiest time round the market here, and the most traffic part in the town. Should there be anything happened or any one hurt, it was too late to complain of. Could not the Police do anything to stop this? Perhaps the Law Authorities can, if they send some one out to view the object, which occurs every day, though it may not be in the same spot. This sport of pleasure by reckless using a machine, is dangerous, indeed, to the Public, during business hours in this Colony.

Thanking you in advance—Yours etc.,
HONGKONG, 15th April, 1908.

[The above is reproduced textually as received from the anonymous correspondent.—Ed., H. K. T.]

TWO-POWER NAVAL STANDARD.

IMPORTANT STATEMENT BY MR. ASQUITH.

Whatever other effect the statement which Mr. Asquith made yesterday (March 10) early in the debate on the Navy Estimates in the Commons may have eventually, it is certain that it had the immediate effect of emptying the House directly the statement was finished, and of depriving the subsequent debate of much of the interest that might otherwise have attached to it. Mr. Balfour invited the statement of the Chancellor of the Exchequer, and the question and answer were of such a nature as to suggest that Mr. Balfour had abstained on the previous day from making party capital out of the German Emperor's letter incident because a sort of understanding that the Government would make a reassuring announcement on the two-standard problem of the day. However that may be, this is what happened—Mr. Balfour rose directly the House went into committee on the vote for £7,129,700 for the pay of the fleet, saying that he had a question, and one only, which he wished to put then and there to the Government, and it was this—whether in the later months of 1911 there would not be 13 ships of the Dreadnought and Invincible type belonging to Germany and only 13 belonging to Great Britain, it being assumed in the first place that the dates for building were adhered to and that the German statutory shipbuilding programme was fulfilled and that the rates of shipbuilding in Germany and Great Britain respectively were, as was asserted by the German Minister of Marine, practically identical. The Government would be doing a great service to the public who were deeply interested in these naval programmes, if they could give a clearer answer than was possible the previous night.

THE TWO-POWER STANDARD.

Mr. Asquith replied at once, and, as usual, he avoided anything sensational in style. Important as was his statement, it was in a quiet, cross-the-table and conversational style that he replied that he thought there was no difference between the two sides of the House on two points:—that we must maintain the unassailable supremacy of this country at sea, and that the two-power standard was a practical and workable standard. The question put by the right hon. gentleman was confined entirely to vessels of the "Dreadnought" and "Invincible" class. The right hon. gentleman had assumed that by the autumn of 1911 Germany would be, or might be, in possession of 13 ships of this class. Of course that was based upon two preliminary hypotheses: the first was that the whole of the German programme as now laid down was carried out to the letter, and secondly that the German rate of construction would be such that one of these vessels could be built within 30 months from the date it was laid down. He was not going to discuss whether these two hypotheses were or were not well founded. There was very grave reason to doubt they would. Let them assume, however, that they would.

PREPARED FOR EMERGENCIES.

Turning to the British side of the question, by January, 1911, we should be in possession of 12 of these ships. That assumed that nothing was done next year in new construction, or that the vessels were laid down at such a date that they could not be built by December, 1911. The right hon. gentleman continued: "Without forecasting next year's programme, I say, without the faintest hesitation, that if we find there is by that time a reasonable probability of the German programme being carried out according as the figures suggest, we should feel it our duty to provide, not only for a sufficient number of ships, but such a date for laying down these ships that by the end of 1911 the superiority of the Germans would not be an actual fact. I hope that is quite explicit. That is the policy of His Majesty's Government, and remains on record, and I think it ought to reassure any doubting minds in any quarter of the House that we do not intend to let the matter be left behind. There was a good burst of cheering when Mr. Asquith had finished this short but emphatic declaration of Government policy, and the most of the members present said their hats and escaped from the House to talk things over in the Lobby."

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Hongkong, 15th April, 1908.

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J. R. MICHAEL & Co.

Hongkong, 15th April, 1908.

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Hongkong, 15th April, 1908.

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This vessel brings on Cargo:—
From London, &c., ex S.S. India.
From Persian Gulf, ex B.L.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 15th April, 1908.

THE YARN LOTTERY SCHEME.

NO OFFICIAL INTERFERENCE IN SHANGHAI.

According to a report received by the Japan Cotton Spinners' Association in Osaka, says the Japan Chronicle, no steps have yet been taken by the Shanghai Municipal authorities against the issue of prize tickets entitling purchasers of Japanese yarn to participate in a lottery. The Shanghai authorities, it is stated, misunderstood the scheme, the terms *khita* and *ken* being mistranslated, and they have now perceived their error. Mr. Nagataki, Japanese Consul-General, declares that the issue of the tickets is not a violation of regulations, as no money is offered as prizes. One of the Osaka papers from which we take this information adds that the Department of Agriculture and Commerce has withdrawn the protest made against the scheme.

THE SCHEME MODIFIED.

In connection with the attempted encouragement of the export of cotton yarn (to China), it is announced that the scheme of issuing "lottery-tickets" on each bill of yarn has been modified, and that, instead of prizes being offered, coupons will be issued for complimentary presents to be given by the Japanese Spinners' Union. The definite result of the prize system will not be known until the drawing of lots on July 2, but indications show that the scheme would not be fully successful. Meanwhile, the proposed cutting down of the production is incompatible with the above plan. Nevertheless, it is problematical what is actually the best means for the alleviation of the existing difficulty. Meanwhile, the Japanese spinners explain that to carrying out the prize system they do not aim at competing with Indian yarn. It is further admitted that they can afford to co-operate with Indian mills for the operation of the prize system, if the latter desire so. They only aim at competition with Chinese "hand yarn."—N. C. D. News.

THE SLUMP IN THE MARKET.

Contracts for forward delivery between spinning companies and Osaka yarn merchants were all settled at the end of last month, and little business is doing in Osaka for forward delivery, while merchants are eager to dispose of their stocks. They are therefore buying very little, taking no more than about 300 bales in one transaction. On Wednesday, the 1st instant, the share market showed a further decline, and the yarn market was affected, quotations for June delivery, which were opened on Wednesday, closing at ¥102.50, the lowest price on record. The closing quotations on the Osaka Yarn Exchange on Wednesday are compared with the closing rates on the previous day as follows:—

Wednesday. Tuesday.
April delivery ¥104.50 ¥103.50
May delivery ¥103.00 ¥102.50
June delivery ¥102.50 ¥102.00

The new Motor Fire King for the Shanghai Brigade arrived at Shanghai on the 14th inst. early last week, and on Wednesday (15th inst.) was taken to the Fire Brigade workshop to be prepared for service.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, AND STRAITS.

THE Steamship "DENBIGHSHIRE" Captain Lind, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on TUESDAY, 21st inst., at 3 P.M. Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 15th April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "JAPAN," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th instant, at 1 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 15th April, 1908.

A BRAVE RESCUE AT SEA.

H.A.L. "SAMBIA" CREW.

A correspondent sends to the N. C. D. News the following story of an exciting rescue at sea:—On the morning of April 8 as the H.A. s.s. *Sambia* was approaching the mouth of the Yangtze, the wreck of a large Chinese fishing junk sighted on the starboard bow. The s.s. *Sambia* was approaching the wreck which was almost entirely submerged, only a little of the fore part remaining above the water. To this fifteen Chinese were clinging. They had a bit of a distress signal flying and the crew of the *Sambia* could hear faint cries for help. A life-boat was at once lowered away with great difficulty as a heavy chopping sea was running, but when she reached the wreck it was found impossible to get alongside of her owing to the amount of broken beams, etc. floating about her. After repeated efforts a heaving line was thrown across the wreck and at the end of an hour and a half labour the fifteen Chinese were all drawn safely into the life-boat. The Chinese were so exhausted that they had to be hoisted on board the *Sambia* where hot drinks, food and dry clothes presently restored them to a better condition. According to their story they had been five days out from Shanghai and had been wrecked at 3 o'clock on the morning of their rescue, since when they had only been able with the utmost exertion to cling to the remnant of their junk which was continually breaking up in the beating of the waves. The men were carried to Shanghai when the rescue was reported at the German Consulate.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 1/10
Do. demand 1/10 1/10
Do. 4 months sight 1/10 9/16

France—Bank T.T. 1/10 1/10
Do. demand 1/10 1/10
Do. 4 months sight 1/10 9/16

Germany—Bank T.T. 1/10 1/10
Do. demand 1/10 1/10
Do. 4 months sight 1/10 9/16

India—Bank T.T. 1/10 1/10
Do. demand 1/10 1/10
Do. 4 months sight 1/10 9/16

Japan—Bank T.T. 1/10 1/10
Do. demand 1/10 1/10
Do. 4 months sight 1/10 9/16

China—Bank T.T. 1/10 1/10
Do. demand 1/10 1/10
Do. 4 months sight 1/10 9/16

Other ports as above.

At the Hongkong and Shanghai Banking Corporation's Office, 11, Queen's Road Central.

Intimations.



THE ROBINSON PIANO CO., LTD.

AGENTS FOR THE FAMOUS "VICTOR" TALKING MACHINES.

A comprehensive stock of MACHINES & RECORDS.

Hongkong, 17th February, 1908.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS.

6.45 p.m. and 9 p.m. 9.45 p.m. to 12.15 p.m. Every half hour.

SUNDAY.

7.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 3.15 p.m., 1.15 p.m. and 1.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, 10, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 14th June, 1907.

R. BLACKHEAD & Co.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED PAIN EXTRACT, HARTMANN'S GREY PAIN EXTRACT, HARTMANN'S PATENT MOTOR LAUNCHES, &c., &c., &c.

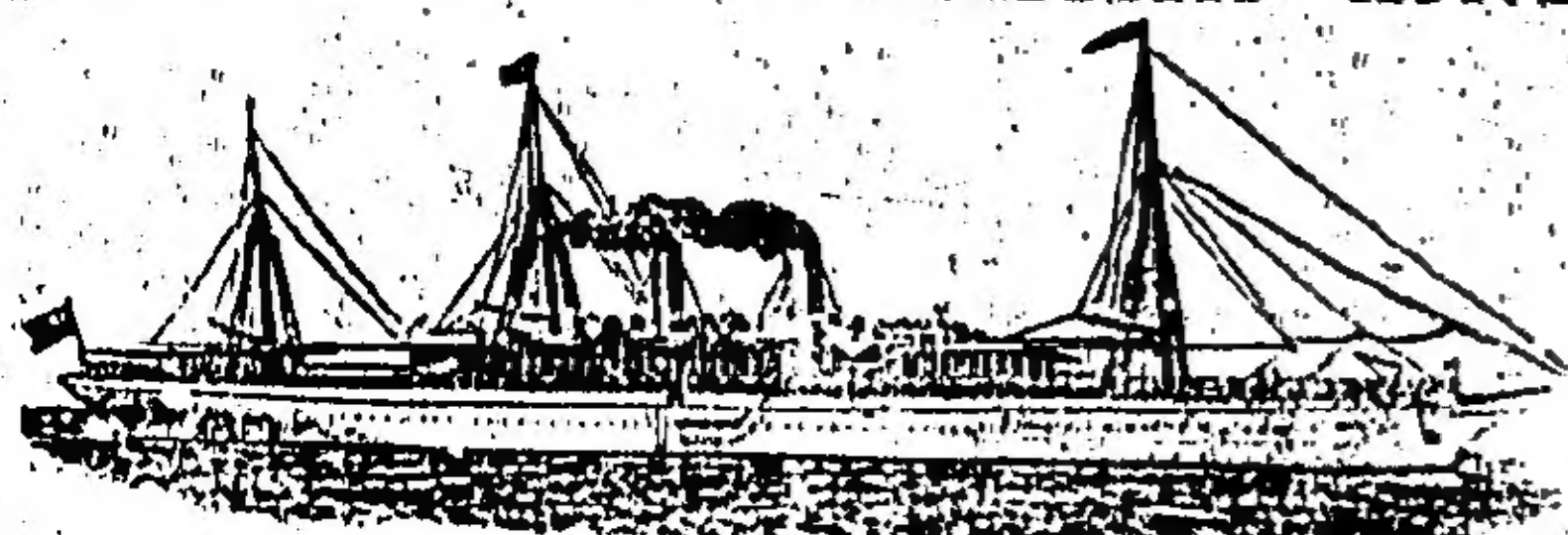
SOLE AGENTS FOR HARTMANN'S SPECIAL CREAM and SPECIAL LIQUOR-ROOTCH WHISKY, &c.

EVERY KIND OF SHIP STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 15th March, 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line". Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER	
"EMPEROR OF JAPAN" 6,163 WEDNESDAY, April 22nd May 15th	
"EMPEROR OF JAPAN" 6,163 THURSDAY, May 7th May 15th	
"EMPEROR OF JAPAN" 6,163 WEDNESDAY, May 20th June 18th	
"EMPEROR OF JAPAN" 6,163 THURSDAY, June 4th June 18th	
"EMPEROR OF JAPAN" 6,163 WEDNESDAY, June 17th July 16th	
"EMPEROR OF JAPAN" 6,163 THURSDAY, July 2nd July 16th	

"EMPEROR OF JAPAN" and "EMPEROR OF INDIA" are Freighters only and do not carry Passengers. "EMPEROR OF JAPAN" steamships depart from Hongkong at 4 P.M., S.S. "EMPEROR OF JAPAN" and "EMPEROR OF INDIA" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC with the Company's New Palatial "EMPEROR" Steamships, 14,000 ton register. The through route to LIVERPOOL being 12 days, from YOKOHAMA, and 20 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate on.

Steamers, and 1st Class on Railway, via St. Lawrence £40. via New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPEROR OF JAPAN" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to Hongkong, 9th April, 1908.

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SGAPORE, PENANG & CALCUTTA LAI LANG	THURSDAY, 16th April, 3 P.M.	
TIENSIN	THURSDAY, 16th April, Noon	
MANILA	FRIDAY, 17th April, 4 P.M.	
MANILA	FRIDAY, 17th April, 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE	FRIDAY, 24th April, 4 P.M.	
& MOI	FRIDAY, 1st May, Noon	

RETURN TOURS TO JAPAN. OCCURRING 14 DAYS.

The steamers Kulsang, Namang and Fooking leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 10 to 16 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Obefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 15th April, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG" 16th April, 4 P.M.	
HOIHOW & HAIPHONG	"HUPEH" 17th " 9 A.M.	
SHANGHAI	"YOHOW" 21st " 4 P.M.	
MANILA, ZAMBOANGA & AUSTRALIA	"OHANGSHA" 21st " 4 P.M.	
WEIHAIWEI & TIENSIN	"KUEICHOW" 21st " 4 P.M.	
MANILA	"TEAM" 21st " 4 P.M.	
CEBU & ILOILO	"SUNGKANG" 22nd " 4 P.M.	
KOBE	"CHINGTU" 28th " 4 P.M.	

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th April, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and Stewardess—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 18th April, at Noon
RUBI	3540	Almond	"	SATURDAY, 25th April, at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 10th April, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast).

Steamship "LOWTHER CASTLE" On or about the 31st May, 1908.

For Freight and further information, apply to SHEWAN TOMES & CO., General Agents.

Hongkong, 8th April, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "MALTA"

Captain C. H. S. Tocco, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 18th April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Himalaya, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Calcutta, due in London on 30th May, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 4th April, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at Malabar Coast).

THE Steamship "TUDOR PRINCE"

Captain Macdonald, will leave for the above Ports, on or about TUESDAY, 21st April.

For Freight, apply to ARNOLD, KARBERG & Co., Agents.

Hongkong, 11th March, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Kumetlet	6,232	Cowley	14th May, 1908.
Shawmut	9,606	Roberts	30th May.
Trimont	9,606	Garlick	19th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND BIRKBEARDS.

The twin-screw S.S. Shawmut and Trimont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

Parcel Express to the UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 18th March, 1908.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship "CLAN MACMILLAN"

will be despatched for the above Ports early in May.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 9th April, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SUNG" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout with Electricity, Electric Fans in First Class Cabins.

Passage Fare—Single Journey—\$4.

Meals—\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIO ON S.S. CO., LD., No. 6, Queen's Road West, Hongkong, 1st July, 1908.

Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA, MOJI AND NAGASAKI.

THE Steamship "GREGORY APCAR"

Captain S. H. Bolton, will be despatched for the above Ports, TO-MORROW, the 16th inst., at 3 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 15th April, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE"

Captain Helms, will be despatched as above on SATURDAY, the 15th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th March, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SIKH" 28th April, 1908.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 3rd April, 1908.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND

IQUIQUE VIA JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KASATO MARU 6,100 To sail

Taking Freight and Passengers to South Eastern and Western Coast ports of South America, connecting with Steamers of the Pacific S.N. Co.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager, 9 York Building.

Hongkong, 6th April, 1908.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.00 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 3rd October, 1907.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by M. Ricord, M. S. J. B. V. and others, combines all the desiderata to be sought in a medicine of this kind, and is a truly scientific preparation.

THERAPION No. 1 is a remedy for all the acute and chronic diseases of the urinary system, and is a truly scientific preparation.

THERAPION No. 2 is a remedy for all the acute and chronic diseases of the urinary system, and is a truly scientific preparation.

THERAPION No. 3 is a remedy for all the acute and chronic diseases of the urinary system, and is a truly scientific preparation.

THERAPION No. 4 is a remedy for all the acute and chronic diseases of the urinary system, and is a truly scientific preparation.

Sold by all Chemists.

HONGKONG AVERAGE MARKET PRICES.

Corrected 11th April, 1908, per 5 Mds.

BUTCHER MEAT.

Beef sixloin & primecut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk 19

" Roast—Shiu 18

" Breast—Ngau Lam 15

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 18

" Sirloin—Ngau Lau 28

" Sausages—Ngau Yuk Cheung 26

Bullock's Brains—Know 10

" Tongue fresh—Ngau Li 10

" Corned—Ham Ngau Li 55

" Head—Ngau Tau 80

" Heart—Ngau Sum 10

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Keok 18

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 17

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 7

Calves' Head and Feet—Ngau-chai-tan-keok 10

Mutton Chop—Yeung Pai Kwai 20

" Leg—Yeung Pai 20

" Shoulder—Yeung Shau 20

Pigs' Chittings—Chi cheong 23

" Brains—Chi Kwai 2

" Feet—Chi Keok 12

" Fry—Chi Chak 15

" Head—Chi Tau 18

" Heart—Chi Sum 7

" Kidneys—Chi Yiu 8

" Liver—Chi Kon 28

Pork, Chop—Chi Pai Kwai 23

" Corned—Ham Chu Yuk 21

" Leg—Chu Pei 23

" Fat or Lard—Chu Yau 18

Sheep's Head and Feet—Yeung Tau 10

" Keok 10

" Heart—Yeung Sum 10

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 10

Sucking Pigs, To Order—Chu Chai 22

Suet Beef—Sang Ngau Yau 20

" Mutton—Sang Yeung Yau 24

Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

FISH.

Shark—Sa Yu 9

Skate—Po Yu 10

Shrimp—Ha 24

Snapper—Lap Yu 24

Soles—Tat Sa Yu 24

Tench—Wan Yu 18

Turbot—Cho How Yu 20

Turtles, small, fresh water—Keok Yau 56

White Bait—Ngau Yu Chai 1

FRUITS.

Almond—Hung Yan 24

Apples, (California)—Kam San Ping 24

" (Chefoo)—Tin Chua Ping 24

" Small—Hoi Tong 24

" Custard—Fan Lai Chi 24

Bananas, fragrant, Canton—Sang Sheng 3

" (brides), Macao—San Heung Chiu 3

Chestnuts, Chinese—Foong Lut 10

Carambola—Yeung To 10

Cocconuts—Yeh Tai 10

Grapes—Sin Tai 10

Lemons, China—Ning Moong 7

" Amer.—Kum San Ning Moong 7

Lichees, Small Stone—Lai Chi Con 20

" Fresh, Lai Chi 20

Limes, (Saigon)—Sai Kung

NEEDLE-RATING.

WOMEN WHO HAVE A STRANGE HYSTERICAL MANIA.

In this week's *Lancet* Dr. Nicoll gives some remarkable histories of "needle-enters"—mostly women.

In one case which was under his own observation the patient, a young woman 23 years of age, on admittance to the hospital, met all questions with sullenness, evasion, and apparently deliberate misstatement. Kept under observation, her symptoms did not indicate any known malady. Finally she was operated on for what was supposed to be a gastric ulcer. The doctors found needles instead. They seemed to be everywhere in her body, and so corroded that most crumbled in powder when extracted.

After that, for a period extending over a year, this young woman was continually in and out of hospital for the purpose of needle extraction finally dying of heart failure after a severe operation.

It seems beyond doubt that after a series of operations to extract the needles she would go and swallow more.

"The motive," says Dr. Nicoll, "which compelled this strange delirium is conjectural. Hysteria is undoubtedly the keynote."

ARRIVALS.

Changsha, Br. s.s., 1,461, G. W. Eddy, 14th April, Sydney 2nd Mar. and Manila 12th April, Gen.—B. & S.

Rajah, Ger. s.s., 1,795, R. Peteren, 14th April, Bangkok 7th April, Rice and Timber.—B. & S.

Chibbi, Br. s.s., 1,141, J. Warrack, 4th April, Haiphong 11th April, and Hoibow 13th April, Gen.—B. & S.

Nord, Br. s.s., 1,145, P. Ryan, 14th April, Wenchow 11th April, Ballast.—Mr. Geo. McBain.

Northbrook, Br. s.s., 2,976, Comdr. Mathur, 14th April, Haiphong 10th April, Troops.—Admin.

Tijlilang, Dut. s.s., 2,455, P. J. van Emmerick, 15th April, Shanghai 8th April, and Amoy 13th April, Gen.—C. J. L.

Tilai, Br. s.s., 5,720, Dav. 15th April, Liverpool 1st Mar. and Manila 12th April, Gen.—B. & S.

Yushin, Chi. s.s., 1,070, Pratt, 15th April, Canton 14th April, Gen.—C. M. S. N. Co.

Deenighshire, Br. s.s., 2,448, Hoffer, 15th April, London and Straits 23rd Feb. Gen.—S. T. & Co.

Nirvana, Fr. yacht, Etard, 14th April, Canton 14th April, Ballast.—Oder.

Bourbon, Fr. s.s., 1,141, L. Ball, 15th April, Saigon 11th April, Gen.—Man Fat.

Tijlilang, Dut. s.s., 2,455, N. van Wych Jurriane, 15th April, Macassar 21st Mar. and Batavia 7th April, Gen.—C. J. L.

Signal, Ger. s.s., 97, G. Schwabier, 15th April, Haiphong 10th April, and Hoibow 14th April, Rice.—J. & Co.

Joahin Maru, Jap. s.s., 702, H. S. Smith, 15th April, Tamsui via Amoy and Swatow 14th April, Gen.—O. S. N. Co.

Oceana, Br. s.s., 3,507, Wm. Hayward, R.N.R., 15th April, Bombay 1st April, and Singapore 11th, Mails and Gen.—J. & O. S. N. Co.

Clearances at the Harbour Office.

Kumano Maru, for Nagasaki.

Standard, for Saigon.

Tamag, for Manila.

Derwent, for Saigon.

Auchbach, for Newcastle.

Shushu Maru, for Swatow.

Chatham, for Kuchino.

April 15.

Kumano Maru, for Japan.

Tamag Maru, for Singapore.

Goldmouth, for Balik Pappan.

Fukuhu Maru, for Swatow.

Heidly, for Shanghai.

Kochikong, for Swatow.

Oscar II, for Saigon.

Nord, for Langkat.

Standard, for Saigon.

Derwent, for Saigon.

Auchbach, for Newcastle.

Shushu Maru, for Swatow.

Chatham, for Kuchino.

Passengers arrived.

Per *Changsha*, from Australian Ports—Mrs. Gaden-Douglas, Miss Croft, Mr. and Mrs. J. Rosendo and child, Miss G. De Yez, Mr. and Mrs. E. L. Beard, Mrs. A. Denison, Mr. and Mrs. D. Lee, Messrs. R. L. Rayne, Croft, V. Kempton, Sidicant, C. W. Wilber, H. Kibet, F. H. Gibson, Lieut. W. A. E. F. V. Holt, M. Powers, L. Lawrence, J. Dawson, Major J. R. Ewing, and Mr. B. R. and Mrs. J. R. Ewing.

Per *Bourbon* from Saigon—208 Chinese.

Passengers departed.

Per *Tora Maru*, for Seattle, &c.—Miss Whitaker, Mr. E. E. Smith, Mr. and Mrs. Hall, Messrs. Blackledge, McVe, Jay Way, Ga, Teung Bin Wah, Mr. and Mrs. Johnson and maid, Mrs. Nicholls, and Miss Nicholls.

Per *Tourade*, for Marseilles, &c.—Mrs. T. Sao, Messrs. Bianconi, David, Bails, J. Delaine, Couthons, K. Barmoto, Mrs. B. Silberstein, Mrs. A. Aboody and baby, M. A. Salmon, Mr. Stenhouse, Mr. Denard, Lieut. Danis, Mr. A. Heck, Miss Duron, Mr. and Mrs. Specht, Miss T. M. Morgan, Miss D. Morgan, and baby, Devienne and children, Mrs. Dexte and baby, Messrs. J. Barriol, J. Grach, Amoit, Teisier, Dal Singh, Capabianco, S. Okachi, Juliet and baby, Mrs. M. Silber, Messrs. A. Gaudet, J. Lancelin, Theodoroff, Capt. Ferrand, Messrs. Ch. Kapfer, Duron, S. Mayeda, S. Chao Tsang and baby, Miss Sze Chao Tsang, Mr. Gao Hang Tchang, Mrs. Sze Chao Tsang and daughter, Guermier, Messrs. E. Guizburger, M. Berts, H. Delor, H. E. P. J. King, Le Piron, Chata, Mr. and Mrs. C. Trinit, Miss E. A. Glendon, Messrs. Tabari, Silve, Mrs. E. K. Epposito, Mrs. G. Tabbarelli, Burin, S. E. Edmond, Mrs. G. Garmeu, Messrs. J. Young, M. Merier, C. Holt, M. de Raegland, Mr. and Mrs. Humbolt, Mr. Debmanner, Mr. and Mrs. Bardon, Messrs. M. Fraggi, J. Peronne, Ch. Grifflin, P. Etcheber, Mr. and Mrs. Leroy, Messrs. J. Marshall, C. K. Bliss, V. Delille, Miss Jessie Keith, Capt. Conneby, Messrs. A. J. Mariel, J. A. Bataillard, T. G. Sinclair, Merrier, J. M. Jacobson, Mr. and Mrs. Beaudouin, Mrs. and Miss Lund, Mr. V. Teak, Mrs. Isabella, Baen, and Mr. J. Drim.

Shipping Reports.

Sy. *Changsha*, from Sydney via Ports—Left Sydney March 14th, experienced light to moderate variable breeze fine and clear, weather smooth, sea to arrive, Manila 12/4/08, Left Manila 12/4/08, experienced light variable breeze fine and clear, weather light approaching the China Coast, Thence to arrive moderate

to fresh N.W. monsoon moderate sea, overcast weather.

VESSELS IN PORT.

Aeolus, Am. s.s., 33, E. Drexler, 18th Mar.—Manila 9th Mar. and Currimao 15th Mar.—Sugar.—Mr. Moxon.

Auchenblae, Br. s.s., 2,340, Moir, 8th April, Newcastle 17th Mar.—S. & T. & Co.

Aughlin, Ger. s.s., 1,441, Chr. Kumpel, 14th April, Bangkok via Swatow 24th Mar., Rice.—B. & S.

Banri Maru, Jap. s.s., Yamanaka, 12th April, Moji 14th April, Coal.—M. B. K.

Desire Dollar, Br. s.s., 2,708, A. G. Gow, 6th April, Moji 31st Mar., Coal.—A. K. & Co.

Borneo, Ger. s.s., 1,344, F. Sembill, 9th April, Sandakan 4th April, Timber and Gen.—M. & Co.

Carl Diederichsen, Ger. s.s., 774, J. Kayser, 10th April, Haiphong 8th April, Rice.—J. & Co.

China, Am. s.s., 3,185, D. E. Fieble, 14th April, San Francisco 17th Mar., Honolulu 23rd, Yokohama 4th April, Kobe 6th, Nagasaki 9th, and Shimonaka 11th, Mails and Gen.—P. M. S. S. Co.

Chingtu, Br. s.s., 2,100, W. B. Brown, 4th April, Sydney 11th Mar. and Manila 2nd April, Gen.—B. & S.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 6th April, Vancouver 18th Mar. and Shanghai 14th April, Mails and Gen.—C. P. R. Co.

Fiume, Ger. s.s., 838, R. Wegner, 5th April, Tourane 2nd April, Gen.—S. W. & Co.

Friehjelm, Br. s.s., 891, C. O. Jensen, 12th April, Saigon 8th April, Rice—Rice-Meat.—Aagaard, Thoresen & Co.

Glamorganshire, Br. s.s., 5,740, H. C. Norris, 5th Mar.—from Kuchino, Coal.—S. T. & Co.

Gregory Apcar, Br. s.s., 2,961, S. H. Belton, 14th April, Singapore 6th April, Opium and Gen.—D. S. & Co. Ltd.

Hailan, Fr. s.s., 377, L. Andersen, 14th April, Pakhoi and Hoibow 13th April, Gen.—A. R. M.

Halvard, Nor. s.s., 1,066, R. Ronneberg, 24th Mar.—Hongkong 2nd Mar., and Saigon 15th Mar., Rice.—Chinese.

Hikosan Maru, Jap. s.s., 1,712, M. Masada, 12th April, Kuchino 7th April, Coal.—M. B. K.

Hilary, Ger. s.s., 1,276, J. Uecker, 20th Mar., Saigon 15th Mar., Rice.—Chinese.

Hinsang, Br. s.s., 1,564, A. Smith, 23rd April, Saigon 7th April, Rice.—J. M. & Co.

Hupeli, Br. s.s., 1,205, G. J. Spink, 13th April, Haiphong 10th April, and Hoibow 11th April, Gen.—B. & S.

K-ei-yang, Br. s.s., 1,044, M. Dawson, 10th April, Cheloo 5th April, Gen.—B. & S.

Laisang, Br. s.s., 3,460, E. J. Todd, 6th April, Saigon 1st Mar., and Penang and Singapore 31st, Gen.—J. M. & Co.

Landrat, Ger. s.s., 1,012, H. Grandt, 9th April, Saigon 4th April, Rice.—S. & Co.

Minnesota, Am. s.s., 13,373, Chas. Austin, 1st April, Seattle via Ports 2nd Mar. and Shanghai 30th, Gen.—N. Y. K.

Montague, Br. s.s., 3,953, W. Davison, 31st Mar., Vancouver 5th Mar. and Shanghai 27th, Mails and Gen.—C. P. R. Co.

Myrtle, Br. s.s., 1,620, Leighton, 11th April, Hongkong 7th April, Coal.—D. & Co.

Neumuhlen, Ger. s.s., 1,910, M. Fischer, 29th Mar., Moji 23d Mar., Coal.—M. & Co.

Nikko Maru, Jap. s.s., 3,434, T. L. Harrison, 14th April, Yokohama via Ports 14th April, Gen.—N. Y. K.

Persia, Br. s.s., 2,744, A. Dixon, 11th Jan., San Francisco 7th Dec., and Portland, Or. 15th, Flour.—O. & O. S. S. Co.

Petchaburi, Ger. s.s., 1,100, C. Wolff, 3rd April, Bangkok and Kohichang 27th Mar., Rice and Wood.—M. & Co.

Rheumphen, Br. s.s., 1,065, J. H. Scott, 9th April, Saigon 4th April, Rice.—Wo Fat & Co.

Pistauk, Ger. s.s., 1,267, D. Reimers, 17th April, Bangkok 12th April, and Kohichang 15th, Gen.—B. & S.

Prometheus, Nor. s.s., 1,024, O. Cornelissen, 9th April, Bangkok 2nd April, Rice.—B. & S.

Quarta, Ger. s.s., 1,125, H. Madsen, 16th Mar., Saigon 4th Mar., Sug. and Gen.—J. C. J. L.

Reidar, Nor. s.s., 2,267, C. Langeby, 14th April, Moji 8th April, Coal.—Aagaard, Thoresen & Co.

Shosha Maru, Jap. s.s., 999, M. Nemoto, 11th April, Shanghai via Ports 5th April, Gen.—O. S. N. Co.

Siberia, Am. s.s., 5,655, A. Zeeder, 7th April, San Francisco 10th Mar. and Shanghai 4th April, Mails and Gen.—P. M. S. S. Co.

Sonathellex, Br. s.s., 2,845, Todd, 28th Mar., New aile 5th Mar., Coal.—S. T. & Co.

Stettin, Br. s.s., 1,396, Farrell, 18th Feb., Singapore 20th Feb., Kerosine.—Mr. Geo. McBain.

Taint u, Ger. s.s., 1,002, O. Koch, 14th April, Bangkok 7th April, Rice.—B. & S.

18th March—Prima, Prima Heinrich, Sado Maru, 7th March—Asiyanas, Siam, 10th March—C. Ford Lewis, Glasgow, 27th March—Kleist, Nippon, Bingsu Maru, Errol, Abanga, Palawan, 31st March—Telmachus, Ernst Simons, 7th April—Antenor, Dardanus, 10th April—Ginga, Goeben, Rheims, Saxonia.

Steamers Expected.

Vessels	From	Agents	Per
Kanagawa M.	Singapore	N. Y. K.	April 16
China	Singapore	S. W. & Co.	April 16
Totomi Maru	Moji	N. Y. K.	April 16
Shinano Maru	Shanghai	N. Y. K.	April 19
Japan	Moji	D. S. & Co.	April 19
Oathierie & Co.	Singapore	D. S. & Co.	April 20
Manchuria	Japan	M. & Co.	April 21
P. E. Friedrich	Colombo	M. & Co.	April 21
Kuisang	Calcutta	M. & Co.	April 26
Onsaga	Calcutta	M. & Co.	April 29
P. Sigmond	Sydney	M. & Co.	May 2

CHINA COAST METEOROLOGICAL REGISTER.

April 14th, 1908, a.m.

Vessels	From	Agents	Per
Vladivostok	7 a.m.		
Nemuro	6 a.m.		
Hakodate	5 a.m.		
Tokyo	4 a.m.		
Kochi	3 a.m.		
Nagasaki	2 a.m.		
Kagoshima	1 a.m.		
Oshima	12 a.m.		
Naha	11 a.m.		
Ishigakijima	10 a.m.		
Bonin Is.	9 a.m.		
Chesoo	8 a.m.		
Wei-hai-wei	7 a.m.		
Hankow	6 a.m.		
Kiukiang	5 a.m.		
Shanghai	4 a.m.		
Guthrie	3 a.m.		
Sharp Peak	2 a.m.		
Amoy	1 a.m.		
Swatow	12 a.m.		
Taipei	11 a.m.		
Tainan	10 a.m.		
Koshun	9 a.m.		
Pescadore	8 a.m.		
Canton	7 a.m.		
Hongkong	6 a.m.		
Victoria Peak	5 a.m.		
Gap Rock	4 a.m.		
Macau	3 a.m.		
Hoibow	2 a.m.		
Pakhoi	1 a.m.		
Phu Lien	12 a.m.		
Tourane	11 a.m.		
C. St. James	10 a.m.		
Aparr	9 a.m.		
Yanli	8 a.m.		
Legaspi	7 a.m.		
Hacolod	6 a.m.		
Hilo	5 a.m.		
Cebu	4 a.m.		
Luzon	3 a.m.		

April 15th, 1908, a.m.

Vladivostok	7 a.m.		
Nemuro	6 a.m.		
Hakodate	5 a.m.		
Tokyo	4 a.m.		
Kochi	3 a.m.		
Nagasaki	2 a.m.		
Kagoshima	1 a.m.		
Oshima	12 a.m.		
Naha	11 a.m.		
Ishigakijima	10 a.m.		
Bonin Is.	9 a.m.		
Chesoo	8 a.m.		
Wei-hai-wei	7 a.m.		
Hankow	6 a.m.		
Kiukiang	5 a.m.		
Shanghai	4 a.m.		
Guthrie	3 a.m.		
Sharp Peak	2 a.m.		
Amoy	1 a.m.		
Swatow	12 a.m.		
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Tourane	11 a.m.		
C. St. James	10 a.m.		
Aparr	9 a.m.		
Yanli	8 a.m.		
Legaspi	7 a.m.		
Hacolod	6 a.m.		
Hilo	5 a.m.		
Cebu	4 a.m.		
Luzon	3 a.m.		

Barometer 30.02 29.91
Temperature 69 68
Humidity 79 75
Rainfall

Post Office.

Friday, the 17th, and Monday, the 20th inst. being Public holidays, the Post Office will be open for one hour only, 8 till 9 a.m.

All the outgoing mails will be closed at 9 a.m. The English and American mails will be closed on Saturday, the 18th inst. as usual. The Post Office will be closed at 1 p.m. There will be one delivery and a collection of letters each day on Sundays.

The Money Order Office will be entirely closed.

A Mail will close for—

Kwong-chow wan—Per *Holching*, 16th April, 8 a.m.

Swatow, Amoy, Foochow and Shanghai—Per *Shosha Maru*, 16th April, 9 a.m.

Shanghai, Nagasaki, Kobe and Yokohama—Per *Danishkita*, 16th April, 10 a.m.

Moji, Kobe and San Francisco—Per *Basilis Dollar*, 16th April, 11 a.m.

Tientsin—Per *Chilifine*, 16th April, 11 a.m.

Holchow and Haiphong—Per *Carl Diederichsen*, 16th April, 11 a.m.

Bangkok—Per *Prometheus*, 16th April, 11 a.m.

Macao—Per *Sui Tai*, 16th April, 11 a.m.

Shanghai, Yokohama, Kobe, Moji and Nagasaki—Per *Gregory Apcar*, 16th April, 11 a.m.

Singapore, Penang and Calcutta—Per *Latang*, 16th April, 11 a.m.

Taipei, Cheloo and Newchwang—Per *Kwiyang*, 16th April, 11 a.m.

Saigon—Per *Bani Maru*, 16th April, 11 a.m.

Holchow and Haiphong—Per *Hupeli*, 16th April, 11 a.m.

Kobe, Yokohama, Tacoma, Victoria, Vancouver and Seattle—Per *Tilai*, 16th April, 11 a.m.

Manila—Per *Yamato*, 17th April, 9 a.m.

Kobe and Yokohama—Per *Kanagawa Maru*, 17th April, 9 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria, C. and Seattle, Wash.—Per *Minakata*, 17th April, 9 a.m.

Manila, Thursday Island, Cocktown, Calcutta, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Nikko Maru*, 17th April, 9 a.m.

Batavia, Cherbon, Samarang, Sopabaya and Macassar—Per *Tilai*, 17th April, 9 a.m.

Kudat and Sandakan—Per *Borneo*, 17th April, 9 a.m.

Macao—Per *Sui Tai*, 17th April, 9 a.m.

Manila—Per *Zafra*, 18th April, 9 a.m.

Swatow, Amoy and Tamsui—Per *Joahin Maru*, 18th April, 9 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 18th April, 10 a.m.

Europe, &c. India via Taitcorin—Per *Malta*, 18th April, 11 a.m.

Yokohama, Kobe and Moji—Per *Tiflis*, 20th April, 9 a.m.

Wei-hai-wei and Tientsin—Per *Kuelchow*, 21st April, 3 p.m.

Manila, Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Prima*, 21st April, 3 p.m.

Shanghai—Per *Yokow*, 21st April, 3 p.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per *Montague*, 22nd April, 10 a.m.

Europe, &c. India via Taitcorin—Per *Prima*, 22nd April, 11 a.m.

Kobe—Per *Chilifine*, 22nd April, 11 a.m.

Manila, Fr. Wilhelmshafen, Simsbahafen, Herbertshöhe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Prima*, 22nd April, 11 a.m.

Manila—Per *Rubi*, 23rd April, 10 a.m.

Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Empire*, 23rd April, 10 a.m.

Europe, &c. India via Taitcorin—Per *Prima*, 23rd April, 11 a.m.

Manila, Fr. Wilhelmshafen, Simsbahafen, Herbertshöhe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Prima*, 23rd April, 11 a.m.

Manila—Per *Rubi*, 23rd April, 10 a.m.

Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Empire*, 23rd April, 10 a.m.

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